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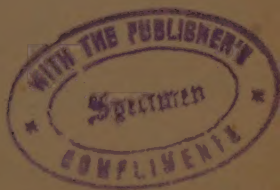
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ENGLAND AND WALES

Woolwich

Polytechnic.

THOMAS NELSON AND SONS

London, Edinburgh, and New York

1904

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CONTENTS.

1. "THE SEA IS ENGLAND'S GLORY,"	7
2. THE STORY OF ENGLAND AND WALES,	12
3. READING THE MAP.—I.,	16
4. READING THE MAP.—II.,	...	...	...	22
5. READING THE MAP.—III.,	...	...	...	24
6. AMONGST THE WELSH MOUNTAINS,	...	...	...	27
7. AMONGST THE CUMBRIAN MOUNTAINS,	...	...	...	31
8. THE USES OF RIVERS,	...	...	...	36
9. OUR RIVERS,	...	...	...	41
10. NATURE'S WORK AND MAN'S WORK,	...	...	...	44
11. OLD FATHER THAMES.—I.,	...	...	...	48
12. OLD FATHER THAMES.—II.,	...	...	...	52
13. LONDON—"THE MOTHER OF CITIES,"	...	...	...	57
14. "IN TOWN,"	...	...	...	62
15. THE GREAT OUSE,	...	...	...	66
16. THE "PRINCELY TRENT."—I.,	...	...	...	70
17. THE "PRINCELY TRENT."—II.,	...	...	...	76
18. THE YORKSHIRE OUSE,	...	...	...	81
19. THE "COUNTY OF THE BROAD ACRES,"	...	...	...	85
20. BUSY HIVES,	...	...	...	90
21. TYNESIDE,	...	...	...	94
22. THE MERSEY,	...	...	...	99
23. LIVERPOOL AND BIRKENHEAD,	...	...	...	101
24. AN INLAND SEAPORT,	...	...	...	105
25. A BICYCLE RIDE THROUGH NORTH WALES,	...	...	...	109
26. THE SILVER SEVERN,	...	...	...	112
27. ON THE WARWICKSHIRE AVON,	...	...	...	117
28. THE SMITHY OF THE WORLD,	...	...	...	122

29. BUSY SOUTH WALES, ...	...	...	...	...	127
30. SOME PRETTY STREAMS, ...	...	...	...	...	130
31. FROM LONDON TO BERWICK BY SEA.—I,	...	...	...	...	134
32. FROM LONDON TO BERWICK BY SEA.—II.,	...	...	...	...	138
33. FROM THE SOLWAY TO THE MERSEY, ...	...	...	...	...	141
34. FROM THE MERSEY TO LAND'S END, ...	...	...	...	...	146
35. THE WEST OF ENGLAND, ...	...	...	...	...	149
36. ROUND ABOUT LAND'S END, ...	...	...	...	...	154
37. FROM LAND'S END TO THE ISLE OF WIGHT,	...	...	...	...	157
38. THE CHANNEL ISLANDS, ...	...	...	...	...	161
39. "THE GARDEN OF ENGLAND,"	...	...	...	...	164
40. SOUTH-EASTERN ENGLAND, ...	...	...	...	...	168
41. OUR RAILWAYS, ...	...	...	...	...	173
42. OUR MINES AND MINERALS, ...	...	...	...	...	176
43. OUR BREAD, ...	...	...	...	...	181
44. OUR FARMS AND FARMERS,	183
45. OUR TRADE,	186

SUMMARY OF GEOGRAPHY OF ENGLAND AND WALES,	...	191
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ENGLAND AND WALES.

1. "THE SEA IS ENGLAND'S GLORY."

1. In this book we are going to read about our island home—the land in which we were born, and the land of which we are all so proud. You and I live on the island of Great Britain, which lies in the Atlantic Ocean to the north-west of the continent of Europe.

2. The northern part of this island of ours is Scotland, the land of the Scots. The southern part is England and Wales, in which live the English and the Welsh. To the west of England and Wales lies the island of Ireland, the land of the Irish. Great Britain and Ireland, together with a multitude of smaller islands lying off their shores, form the British Islands.

3. Now, if we pick out the British Islands on a map of the world, we shall perhaps be surprised to see how small they look. They are

certainly not large when compared with many other countries; but for all that they are the home of the greatest and richest nation of the whole world.

4. Look at the map on the opposite page. Both in the Old and the New World you will see wide stretches of country darkly shaded. Those dark patches on the map stand for the lands over which our flag flies and our King rules.

5. You will find these British lands on every continent and in every sea. They form the British Empire, which covers more than one-fifth of the whole earth, and contains more than one-fourth of all the people on the globe.

6. Should you not like to know why the people of these small islands have become so rich and so great? Let me tell you. First, you must know that beneath the soil of Great Britain there are vast stores of coal and iron. With the iron which we dig from our mines we make engines of all kinds, and with the coal we set these engines to work.

7. Not only do we make iron and steel goods, but we spin and weave cotton and wool and many other things in great quantities. Because of her coal and iron, Great Britain has become the busiest workshop of the world.

8. Another reason for our greatness is that we have been for hundreds of years a nation of sailors. The great sailors of Queen Elizabeth's times sailed to distant parts of the world and discovered new lands, to which they laid claim in the name of England. In this way, and also by means of war, we became masters of large countries over the sea.



THE BRITISH ISLES COMPARED AS TO SIZE WITH THE CONTINENTS.

9. In course of time we began to carry on trade with these countries. Then more and more ships were needed; and now we have a larger number of ships than any other nation. There is scarcely a port in the world where there are not ships flying the British flag.

10. These ships bring us cotton, and wool, and

many other things from foreign lands. In our factories these raw products, as they are called, are made into calico, cloth, and other manufactured goods. Our ships then carry back these manufactured goods, to be sold in the lands from which the raw products came. This exchange of goods is called trade, and it is by means of trade that we have become rich.

11. Not only do we need ships to bring us raw products for our factories, but also to bring us food to eat. Our islands are so small that we cannot grow enough food on them to feed our forty millions of people. We have to send abroad for much of the flour and meat, and for all the sugar, tea, and coffee that we need.

12. Our coasts are long, and are deeply indented, so that there are many good harbours. Our ships can thus bring the raw products of distant lands to within a short distance of the places in which they are to be manufactured.

13. Our islands, too, are very well placed for carrying on trade with all the world. In the countries around the British Isles live the people who are ready to buy the goods we make, and the highway of the sea enables us to reach them easily. I think you will now understand some of the reasons why the British nation has become so wealthy and so powerful.

2. THE STORY OF ENGLAND AND WALES.

1. Very likely the first chapter of your history book tells you about the ancient Britons who once lived in this country. You must not imagine that the story of our land begins with them. Men have studied the rocks and the surface of our land, and they are able to tell us what it was like thousands of years before the days of the ancient Britons.

2. They tell us that when the world was very young this land of ours had no pleasant hills and valleys, no rippling streams, no green meadows and shady trees, but that it was almost wholly covered over with a thick sheet of ice.

3. Great glaciers crept over the land, grinding down the hills, and scratching and polishing the rocks. In many parts of the country you may see rocks which have been scratched by these glaciers.

4. At that time our country was not an island at all. It was joined to the continent of Europe, and what is now the North Sea was dry land, and part of a plain which stretched away to the east across Europe to the borders of Asia.

5. Ages passed away; the heat of the sun became stronger, and the ice melted; rivers



THE NORTH SEA IN ANCIENT TIMES.

(The white part was then dry land, and rivers flowed across it as shown on the map.)

began to flow ; thick forests began to grow, and strange wild animals—such as elephants, tigers, lions, and rhinoceroses—began to roam through them in search of prey.

6. How do we know all this? We know

that our land was joined to the continent of Europe, because the bones of those animals have been found in the bed of the North Sea, which must then have been dry land.

7. We know that our land was covered with thick forests, because we find thick beds of coal beneath the soil. This coal is nothing but the wood of old trees, which has been much changed in the course of ages.

8. Long before the ice had done its work in grinding down the hills, volcanoes began to upheave mountains. In many parts of the country we find beds of rock which once flowed in a molten state from volcanoes.

9. The first people who came to the British Islands, came while they were still part of the continent of Europe. These people were small and savage. They lived on wild plants, roots, and fruit, and on the animals which they could kill with their weapons of stone.

10. Ages passed away, and the eastern part of the land sank so much that the sea rolled in and took its place. Thus the North Sea was formed, and our land became an island. Then, on rafts and in canoes, fresh bands of savages came to this island and settled in it. They were the ancient Britons of your history book.

11. These ancient Britons were overcome

by the Romans, a very powerful people of Southern Europe. For four hundred years the Romans ruled in this land; and when they departed, bands of fierce Saxons, from what are now the countries of Norway, Denmark, and Germany, invaded the country and made their home in it.

12. The chief tribe of the Saxons was known as the Angles, and from them this land of ours was called the land of the Angles, or Angle Land. In course of time this word became changed into England.

13. The Saxons slew large numbers of the ancient Britons; but many of them fled to the wild mountain country of the west, where they were safe from their cruel foes. The Saxons called these Britons Welsh, a name which means "stranger;" and their land Wales, the land of the stranger.

14. These Saxons were the forefathers of the English people. From the time that they settled in this country till our own day England has grown stronger and stronger. She has conquered Wales and Ireland, and has been joined by Scotland. Thus the British Isles have become a united kingdom.



3. READING THE MAP.—I.

1. Here are two maps, side by side, of England and Wales. One of them is a relief map; that is, a shaded map which shows us clearly the ups and downs of the land—its mountains, its hills, its valleys, and its plains. To-day we shall study these maps, and try to learn some useful lessons from them.



2. First look at the shape of our country. We see that it is something like a triangle with very broken sides. The base of the triangle is washed by the waters of the English Channel, and the two sides almost meet where England joins Scotland. England and Wales thus forms a peninsula, with water on all sides of it except the north.

3. Now let us look at the surface of the land. Find Berwick, the most northerly town of England, and then look for the Isle of Wight, which lies close to the southern coast. If we draw a line from Berwick to the Isle of Wight, we shall at once see that all the mountains of England and Wales lie to the west of the line. To the east of it is a broad plain crossed here and there by low hills of limestone and chalk.

4. West of the line we see the mountains in three groups—the Cumbrian Mountains in the north-west, the Cambrian Mountains in Wales, and the mountains of Devonshire and Cornwall in the south-west. All these mountains were built up ages and ages ago, long before the limestone and chalk hills were formed. In later lessons we shall pay a visit to these grand old mountains.

5. If we stand on the Royal Border Bridge at Berwick and look to the south-west, we shall see the grassy Cheviot Hills, on which thousands of sheep graze. From these Cheviot Hills another range of hills stretches southward for more than a hundred and fifty miles. This is the Pennine Chain, often called the backbone of England.

6. The whole Pennine Range is really a tableland formed of hills joined to one another by

ST BENET'S
ABBEY



AN EEL FISHERS HUT



FISHING



SAILING



WIND
PUMPS



HORNING FERRY

WHERRIES ON THE BURE

EW.H.

high moors. In its northern part is the peak of Crossfell, which rises to a height of 3,000 feet, or more than half a mile. The Pennine Range does not reach the middle of England, but comes to an end in the Peak district.

7. In olden times the Pennine Range was covered with thick woods in which lived many wild animals. It was very difficult to cross, and for hundreds of years it cut off the people living on the east side of it from those living on the west.

8. There are many other ranges of hills in England, but they are not very high. We may divide them into two classes—the limestone ranges, and the chalk hills.

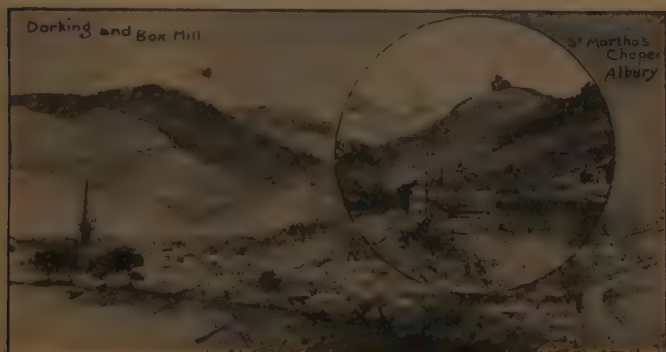
9. Find Portland Bill on the south coast of England, and then the North Yorkshire moors south of the Tees. From Portland Bill to the North Yorkshire moors we may trace the limestone hills in a great sweeping curve.

10. To the west and north-west of them lie those parts of England where manufactures are carried on. To the east and south-east of them is the part of England where the people chiefly live by farming.

11. Near the mouth of the Exe, which runs into the English Channel, the longest chalk range begins. Under different names it crosses

the country in a north-easterly direction, and comes to an end in the fine bold cliffs of Flamborough Head, on which live tens of thousands of sea-birds.

12. If you look at your map again, you will find in the south-east of England two other chalk ranges. The more northerly one, or the North Downs, ends in the headland known as



THE NORTH DOWNS.

South Foreland; the more southerly, or the South Downs, ends in Beachy Head.

13. These ranges are gently-rounded hills covered with short grass. They have few trees, and the white chalk gleams through every scratch on the turf. On their pleasant slopes thousands of sheep, known as South Downs, find a rich pasture.

4. READING THE MAP.—II.

1. We have not yet finished reading our map.* We must now turn from the mountains and hills to the plains, where most of our people live in villages and towns.

2. We already know that these plains lie to the east of a line joining Berwick with the Isle of Wight. If we look carefully at the map, we shall see that the greater part of England consists of plains crossed by low hills.

3. This lowland country may be divided into three large plains. Find the Pennine Chain and then the North Sea, which forms the boundary of England on the east. Between the backbone of England and the North Sea you will find a plain which stretches southward from the Cheviot Hills to the basin of the river Thames. This is the Eastern Plain.

4. You will notice that part of this plain is cut off from the North Sea by the North York Moors and the Wolds. Between the Pennines and this high ground is the Vale of York, or the York Plain.

5. It is a rich tract of land, where oats, barley, and potatoes grow very well. The south-west part of the York Plain is rich in

* See page 16.

coal and iron, and there you will find many large and busy towns.

6. About midway along the east coast of England you will see a great square inlet of the sea. This is the Wash. All round it is the wide, marshy plain of the Fens. Some parts of this plain are only just above sea-level, while other parts are below it.

7. At one time this Fen district was covered with shallow lakes and unhealthy swamps, overgrown with reeds. Here and there were flat mounds of firmer ground that rose up like islands. In ancient days these islands were places of refuge. On some of them lived the monks of old, and now each of them bears a little town.

8. Great banks have been built to keep out the sea, and much of the Fens has been drained. Instead of wild wastes, we now find smiling cornfields and pleasant pasture-land.

9. Everywhere the country is crossed by canals, and everywhere we see windmills and steam-pumps, always at work keeping the land dry. In winter-time many skaters flit about on the frozen rivers and meres.

10. The plain which lies between the Wash and the mouth of the Thames is crossed by low chalk hills, and is also rich farming country.

In the north part of this plain the lazy rivers spread out into wide, shallow sheets of water known as "Broads." *

11. Fish abound in these lakes and rivers, and many wild fowl live in the reeds around them. The Broads district is one of the playgrounds of England, and in summer many beautiful yachts are to be seen on its rivers and meres.

5. READING THE MAP.—III.

1. The second of the great plains of England stretches across the middle of the country, south of the Pennine Chain. This Midland or Central Plain is the highest of all the plains.

2. It contains good farming and grazing country, and in former times was covered with forests. We can still find the Forest of Arden and Charnwood Forest on the map, but these are now only names. Most of the trees have been cut down, and the woodland has been turned into fields.

3. Many of the great events about which we read in our history books have taken place in the Central Plain. Here we find many old ruined castles and many old battlefields. There

* See page 19.

are mounds and earthworks which tell us of the ancient Britons, and there are roads, still used, which were made by the Romans. Some of the prettiest scenery in England is to be found in this part of the country.

4. The middle of the plain is one of the busiest parts of England. Coal and iron mines abound, and all kinds of steel and iron goods are made. In other parts of the plain there are good beds of clay, and here the people are busy making earthenware.

5. The last of the great plains is the smallest of the three. It begins at the foot of the Westmorland Hills, and stretches southward beyond the Mersey between the Pennine Chain and the Irish Sea.

6. The south part of this plain is the most crowded part of England, perhaps of the whole world. Beneath the soil are vast stores of coal, which are used to drive the machinery of many cotton factories.

7. Besides these great plains there are a number of small ones, such as the Weald, which lies between the North and the South Downs.

8. In early times the Weald was covered with forests, but the trees were cut down for fuel with which to smelt iron. Now, most of the woods have disappeared, and the manufacture

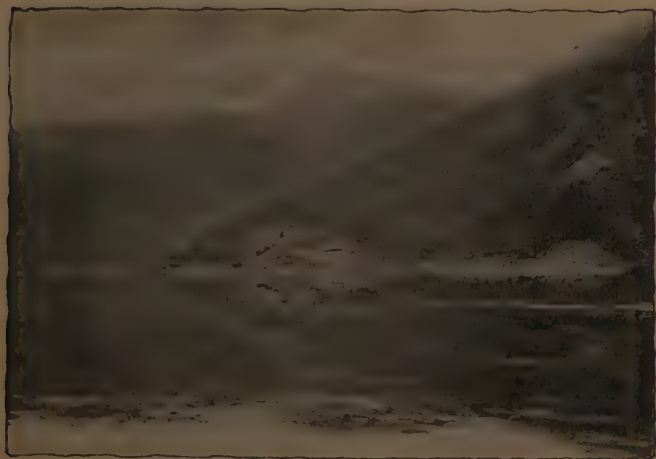


STONEHENGE.

of iron is carried on in the north and middle of England. There are many rich pastures in the Weald, and miles of hop-gardens.

9. Another small plain is Salisbury Plain, in the south of Wiltshire. It is a large tract of flat country, dotted with groups of huge stones, which were set up in early times to mark the tombs of kings and chiefs. At Stonehenge there is a group of great stones in the form of a circle. The plain is now used as a summer camp for our soldiers.

10. Eight miles south of Stonehenge, on a pretty little river, stands the city of Salisbury, with its grand cathedral, which is more than six hundred years old. Its spire, which is 404 feet high, is the loftiest in England.



SNOWDON.

6. AMONGST THE WELSH MOUNTAINS.

1. Now let us pay a visit to the rugged little country of Wales, and view its grand old mountains. We shall find that the main chain sweeps round Cardigan Bay, and that the mountains are highest and most rugged in North Wales. The highest of them all is Snowdon.

2. Snowdon rises nearly 3,600 feet above the level of the sea, and round it are lofty peaks, some of which are nearly as high. These old mountains are built up of very old, hard rocks. There are many signs that once upon a time North Wales had a number of volcanoes.

3. Snowdon is so named because the snow

remains on it for five or six months of the year. Every summer large numbers of people visit the mountain, and many of them toil up the steep path to the top in order to enjoy the grand view which may be seen from the summit on a fine day. A railway now runs up to the top of the mountain.

4. The view from the top on a clear day is very fine. Besides the grim, bare peaks that lie close to Snowdon, we can see the pretty valleys, lovely lakes, and flashing streams that lie between them. At what seems only a short distance is the sea, beyond which the mountains of Ireland can be seen on the horizon.

5. To the north, the Isle of Man and the Cumbrian Mountains are sometimes clearly seen. Looking inland, we see many lower mountain ranges which seem to cover a great part of Wales.

6. Deep down in the valley, not far from Snowdon, is the beautiful village of Beddgelert. The word Beddgelert means "the grave of Gelert."

7. Most boys and girls know the story of Gelert, the faithful hound which was slain by Prince Llewelyn, because he thought that it had killed his child. The poor dog had really saved the child's life

8. Full of sorrow for his rash deed, Llewelyn built a grand tomb over his dog. The place where the dog is said to have been buried is pointed out to visitors at Beddgelert.

9. In this mountain region, rather more than six miles north of Snowdon, are the slate



THE PENRHYN SLATE QUARRIES.

quarries of Penrhyn. They are the largest slate quarries in the world.

10. Thousands of men work in the quarries, and these men live in a little town of their own, called Bethesda. The largest of the quarries looks like a vast circus, with huge seats one above the other. These are the terraces on which the quarrymen work.

11. When the men are all at work, the whole quarry is as busy as a hive of bees. There are narrow railways running to and fro, on which little engines pull the trucks of slate. There are many tunnels cut in the rock, and the engines run in and out of them as if they were playing at hide-and-seek.

12. Just before the hours and half-hours, horns are blown, and we see the men hurry for safety to huts and shelter-houses. The hours and half-hours are the times for blasting—that is, for blowing up the rocks.

13. Holes are bored in the slate, and in these holes charges of dynamite are placed. When they are fired there is a loud roar, and the noise echoes and re-echoes for several seconds.

14. The clatter of the rocks as they fall here and there sounds like the firing of great guns. When the smoke has cleared away, the men return from their hiding-places, to trim into rough blocks the slate which has been broken off.

15. In a number of little huts we may see men splitting up these rough blocks into thin slates. This they do very quickly, and yet very carefully, with hammers and chisels. The slates are then sent to all parts of the British Isles, and to distant countries. Some of the

towns of Norway are roofed with slates from these quarries.

16. If we cross the broad Bristol Channel to the south-west of England, we shall again be among old rocks, like those of Snowdon. We shall find that these south-western hills, though high, are not so high as the Welsh and the Cumbrian Mountains. They end in the lofty, jagged rocks of Land's End, which juts out into the wild Atlantic Ocean.

7. AMONGST THE CUMBRIAN MOUNTAINS.

1. Now that we have seen something of the Welsh mountains, let us pay a visit to a group of English mountains. Look at the map and find the Solway Firth, which forms part of the boundary between Scotland and England. Between the Solway Firth and Morecambe Bay we shall see the Cumbrian Mountains.

2. In the middle of them is Scafell, the loftiest peak in England. Scafell is the centre of the Cumbrian group, and from it the mountains run in all directions, like the spokes of a wheel.

3. In the long, narrow valleys between these mountains lie so many lakes that this part of

the country has been called the Lake District of England.

4. There is much beautiful scenery in England, but the most beautiful of all is to be found in the Lake District. The mountains are bold and lofty, the valleys are green and full of trees, the lakes are large and clear, and there are many waterfalls in the pretty streams.

5. The Cumbrian Mountains do not contain much coal, copper, iron, or lead, so they have no great mines. If they were rich in minerals, we should see lofty chimneys with clouds of smoke, and ugly black mounds instead of green hillsides, beautiful woods, and flashing streams.

6. We must have iron, steel, glass, cotton, and woollen goods, and they must be made somewhere ; but we need also parts of the country where we may refresh ourselves with pure mountain air and beautiful scenery. These we get in the Lake District.

7. Many of our great writers have spent a large part of their lives in the English Lake District. In the early part of the eighteenth century several of our poets had their homes near the lakes, and for this reason they were called the "Lake Poets." The greatest of

them all was William Wordsworth, who was born in Cumberland, and spent most of his days among his native mountains.

8. In his poems Wordsworth tells us of the scenery and people of the district which he knew and loved so well. He lies buried in the churchyard of the lovely village of Grasmere.

9. Windermere, in the south part of the Lake District, is the largest of all our English lakes. It is eleven miles long, and at its widest part is one mile across. At its southern end the shores are covered with pleasant fields and woods; at the northern end the hills rise up in a huge mass, as if to block the way.

10. Windermere is a fine sheet of water, and in summer-time it is gay with yachts, steam-launches, and rowing-boats. Dotted about the lake are pretty, wooded islands, which add much to its beauty.

11. A few miles to the north, with green hills all round it, is the charming lake called Grasmere. Still further north is the narrow lake of Thirlmere, from which huge iron pipes carry water to Manchester, which is sixty miles away in a direct line.

12. Helvellyn, one of the highest peaks in

the Cumbrian group, rises up from the shores of Thirlmere. The mountain is easy to climb, and from its summit some of the finest views in the whole district may be seen.



LAKE THIRLMERE.

13. North of Helvellyn is the peak of Skiddaw, and close to the town of Keswick is the lake of Derwentwater, which many people think the finest of all the lakes. Near at hand is

Bassenthwaite Water. Often, after weeks of rain, the two lakes become one.

14. The valley which leads from Scafell to Derwentwater is called Borrowdale. At one time blacklead mines were worked in this valley, and the blacklead was made into lead-pencils at Keswick. The mines are almost worked out now, and Keswick has to get most of its supply of blacklead from abroad.

15. In this valley, too, are the "Falls of Lodore." The poet Southey wrote some verses about these falls, and if you read them, you will perhaps expect to find the falls very grand indeed. But very little water dashes over them in summer, and only after heavy rains does the water thunder down and become a real "Force"—for that is the name given to waterfalls in this district.

16. Ulleswater and Coniston are other fine lakes. Ulleswater lies to the east of Derwentwater, and is eight miles long. In many places the mountains rise straight up out of the water. Penrith, a market town of this district, stands a few miles to the north of the lake.

17. Coniston, the third largest of English lakes, lies to the west of Windermere, and has on its north-west shores the mountain known as Coniston Old Man.



THE RIVERS OF ENGLAND AND WALES.

8. THE USES OF RIVERS.

1. Now that we have seen something of the mountains of England and Wales, let us turn to our map once more, and study the rivers which flow through our land. Rivers are of great importance to a country, and in the days before steam-engines and railways were in

common use, they were even more important than they are now.

2. Not only do rivers drain the land, but they supply us with water for drinking and washing purposes, and for use in our factories. These flowing streams also turn the wheels of mills, and drive the machinery of the workshops on their banks.

3. Rivers, too, are the highways which nature provides for us. Roads have to be made, but rivers are found ready-made. They enable ships to sail from the sea far up into the land, and by means of them goods can be carried cheaply and easily from place to place.

4. Many of our rivers form good harbours at their mouths, and here large seaports have grown up. To the seaports our inland towns must send their manufactured goods, and from the seaports they must receive their raw products and much of their food.

5. Now we see that there must be good roads from the seaports to all parts of the country. In former times the rivers were the chief roads for heavy goods; and in order to make them lead to as many places as possible, some of the rivers were joined to one another by means of canals. In this way barges can get from the seaports to the very heart of the country.



WESTMINSTER ABBEY.

6. Most large towns are connected by means of canals, and fifty or sixty years ago there was a great deal of traffic on them. But traveling by water was slow, and sometimes in winter the canals were frozen over, and the boats could not sail. When railways came into use, they took away much of the traffic from the rivers and canals. Even now heavy goods which are not wanted in a hurry are sent from place to place by means of canals.

7. A deep waterway to the sea is a great advantage to a large manufacturing town. The great cotton-spinning town of Manchester a few years ago had no such waterway. It stood by the little river Irwell, which was too small and too shallow for ships to sail upon it. The raw cotton which was sent to Manchester from America had to be taken out of the ships at Liverpool and forwarded by train.

8. This was costly, because both railway and carting charges were high. At last the Manchester people had a great trench cut from their town to the mouth of the Mersey, thirty-five and a half miles away. Now, large ships can sail from America right up to Manchester, and the cotton can be carted at once to the factories. In a later lesson we shall hear more of this wonderful Manchester Ship Canal.

9. From this you will learn how important good waterways are to a country. England has a large number of useful rivers, and by means of them and their tributaries we can reach almost every part of the country.

10. The best way to study our country is to follow the course of each of the great rivers in



THE THAMES AT LONDON—A VERY USEFUL RIVER.

turn. By doing so, we shall travel into all the important districts of England, and shall visit most of the large inland towns. This is the plan we shall follow in the greater part of this book. Before, however, we study each river by itself, we must learn something of the rivers as a whole.

9. OUR RIVERS.

1. The winds which blow over the British Isles come chiefly from the Atlantic Ocean—that is, they are south-westerly winds. Winds blow from the south-west on a larger number of days in the year than from any other point of the compass. This gives us the reason why the west end of a town is the least smoky part of it, and is therefore the best part to live in.

2. These westerly and south-westerly winds drive up from the Atlantic Ocean many clouds formed of water-dust. Much of this water-dust falls on our land as rain.

3. We have already seen that the chief mountain ranges of the British Isles lie chiefly in the west. The mountains of Cumberland, Westmorland, Wales, Devon, and Cornwall, are all on the western side.

4. The south-westerly winds drive the rain-clouds against the mountain ranges, and the clouds are thus forced to rise up into higher and colder air, where they are cooled and turned into rain.

5. For this reason the western side of our land has more rain than the eastern side. As many of the clouds are turned into rain in the west, there are not so many of them left to

give rain to the east, which is therefore drier than the west.

6. Still, the eastern parts of our islands, though they do not get so much rain as the western parts, have a good supply. Much of this rain finds its way into the rivers, and is

carried back again to the sea.



ENGLAND AND WALES—SHOWING THE
HIGH LAND.

7. England and Wales are well drained by rivers. One reason for this is that the surface of the country is not flat, but rises and falls. In only a few places are

there level tracts, and these are not very large.

8. Another reason is that the soil, as a rule, is not hard and waterproof at the surface. Water can easily enter it, and leave it in the form of springs.

9. In a few places the rain-water finds its

way first into lakes, from which the overflow is carried to the sea by rivers. Such lakes are useful, because they store up water. Many of the lakes in the east of England are simply wide parts of rivers.

10. As the mountains are nearer the western coasts than the eastern, we may be sure that the rivers on the western side are shorter than those flowing to the east. The river Severn, however, is a long river, though it is in the west.



ENGLAND AND WALES—SHOWING THE
GREATEST RAINFALL.

11. The direct distance from its source to its mouth is only eighty miles. Many mountains, however, lie in the direct path; so the river has to flow in a winding course, which makes its length some two hundred and forty miles.

12. Most of the rivers which flow down the steep western slope are swift, and their courses are partly blocked by rocks. Such rivers are not of much use for ships, though sometimes their mouths make good harbours. The eastern slope, however, is not so steep, and here we find the most useful rivers flowing with many windings across the plains to the North Sea.

10. NATURE'S WORK AND MAN'S WORK.

1. The maps which we have been studying so far only show us the sea-coast, the mountains, the hills, the valleys, the plains, the rivers, and the lakes. These are all the work of nature, and man has had nothing to do with making them. But though man has not made these physical features, he does much to alter them.

2. Hills are partly removed, or removed altogether, for the stone that is in them. Tunnels are dug under mountains, and parts of the country which were once separated are joined together by railways. Rivers are deepened and widened, their banks are strengthened, and they are connected with other rivers by means of canals.



3. Dams are sometimes built across valleys, and lakes are thus formed to supply water to towns. Sometimes lakes are drained, and their beds are turned into meadows. Great stone walls are built out into the sea, and harbours are formed, while dredgers keep the channels leading to our seaports free of sand. In this and in other ways man alters nature's handiwork.

4. An old writer says that God made the country, but man made the town. Man's greatest work has been done in building towns. Here is a map which shows us not only the sea-coast, the mountains, the rivers, and other works of nature, but the towns which are the work of man. Let us examine this map.

5. If you look at it carefully, you will see a number of strangely-shaped patches of colour which seem to cover the land. These patches of colour are meant to mark out plainly the counties into which our country has been divided.



Dam across valley of the Vyrnwy, a tributary of the Severn, forming a lake which supplies Liverpool with water.

They came to Britain in many bands, each under its own chief. When these bands conquered a part of the country, they settled down upon it.

8. In time numbers of these settlements became joined together and formed shires. As the settlements were of all sizes and shapes, the shires formed by joining them together were of all sizes and shapes too.

9. The word "shire" means a part "shorn" or cut off. The word "county," which is now often used for "shire," is a French word, and means the part of a country ruled by a count.

10. Now let us look at the names of the shires. Sometimes, as in the case of Durham, Yorkshire, Lincolnshire, and Derbyshire, they got their names from the chief town of the division. Dorset and Somerset, however, were named from the ancient tribes that once lived in them. Cumberland means the land of the Cymri, or Welsh.

11. In the east of England, where the Angles made their settlements, we have the counties of Norfolk and Suffolk—the land of the North Folk and the South Folk. Essex means the land of the East Saxons, and Sussex the land of the South Saxons.

12. Middlesex means the land of the Middle

Saxons — that is, of those who dwelt in the country between the East Saxons and the South Saxons.

13. England is divided into forty counties, and Wales into twelve; Scotland has thirty-three, and Ireland has thirty-two. The four largest counties of England are Yorkshire, Lincolnshire, Devonshire, and Norfolk, and the smallest county of all is Rutland.

14. Yorkshire could be cut up into forty counties, each the size of Rutlandshire, and the four largest counties taken together make up more than a quarter of England.



11. OLD FATHER THAMES.—I.

1. Now we are about to follow the courses of our great rivers, and in this way learn a great deal about our country. First we will study the Thames, which is the first of our great rivers.

2. The Thames is one of the famous waterways of the world, though after all it is only a very small river when we compare it with the great rivers of America, Africa, and Asia.

3. Why is the Thames so famous? Perhaps the real reason is that London stands on its

banks; and London is not only the capital of England, but it is the largest and richest city in the whole world.

4. The Thames rises on the south-eastern slopes of the Cotswold Hills, in Gloucestershire, only nine miles from the waters of the river Severn. The first part of the stream is joined by the Colne, and afterwards by the



Thame, and then the main river is called the Thames.

5. It flows eastward across the broad plain lying between the North Downs on the south, and the chalk hills of Buckingham and Hertfordshire on the north.

6. On its way to the sea the "silver-footed" Thames flows past the old university city of Oxford, which has been a place of learning for

seven hundred years. Oxford has been called a city of palaces. These palaces are its splendid colleges and churches, with their towers and spires.

7. In these grand old colleges live some three thousand young men, who come to the place to study. They amuse themselves, too, and during the afternoons the river is crowded with boats and canoes.

8. Just where the river makes a bend round the southern end of the Chiltern Hills, stands the old town of Reading, now famous for its biscuit works.

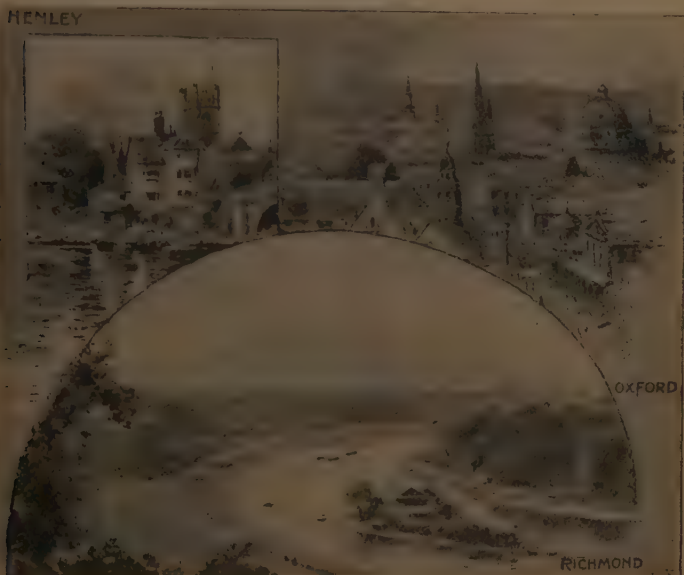
9. After leaving Reading the Thames flows by Henley, a pleasant town, where boat-races are held every summer. The river scenery near Henley is very beautiful—fine houses, gardens, woods, and water making many charming views.

10. During the boat-race week the river is lined with a row of house-boats; here and there along the banks are the tents of those who are camping out; and the broad stream itself is packed with boats of all sorts and sizes.

11. On we sail, and soon Windsor Castle* comes in view on the right bank of the river. On the opposite shore we see Eton College,

* See frontispiece.

a great school for the sons of noblemen and gentlemen. Windsor Castle stands on the summit of a hill, and is the finest royal home in the country. The oldest parts of it were built by William the First.



"Silver-footed Thames."

12. Shortly after leaving Windsor the Thames receives the waters of the Colne, which flows into the Thames on the left bank. One of its feeders flows by St. Albans, which is one of the oldest cities in the country.

13. It is now a quiet little country town,

with a fine cathedral built in Norman times. Many of the people make straw-plait, and there are several breweries in the place.

14. A little below Windsor, on the right bank of the Thames, is Runnymede, where, in 1215, King John was forced by the barons to sign the Great Charter. You will remember that by signing this paper he promised that he would no longer rule by his own



will, but by *The Law*.

15. Lower down the stream is Hampton Court Palace. It was built by Cardinal Wolsey, and given by him to his king, Henry the Eighth. The grounds are very beautifully laid out in terraces, flower-beds, and long, shady walks.



12. OLD FATHER THAMES.—II.

1. We now reach the pleasant river-side town of Richmond. The views on the river near Richmond are charming, the banks being lined

with trees to the water's edge. The fine gardens of Kew, with trees and plants from all parts of the world, run alongside the river.

2. After leaving Kew, we reach that part of the Thames where the boat-race between crews from the universities of Oxford and Cambridge takes place once a year.

3. On the day of the boat-race, London boys wear a "light blue" ribbon if they hope that Cambridge will win, and a "dark blue" ribbon if they are on the side of Oxford. The race is rowed up-stream from Putney, near Kew, to Mortlake; and if the day is fine, thousands of sightseers line the banks of the river to watch the struggle.

4. Old Father Thames now becomes broad and busy, for he has entered London. He no longer flows by country houses, parks, and gardens, but in the midst of warehouses, wharves, and fine buildings. Some of these buildings we shall read about in a later lesson.

5. We float under many bridges, most of them crowded with people, carts, cabs, and omnibuses. Now we pass by the Tower and under the Tower Bridge, the last of all the bridges on our way to the sea.

6. This bridge has a roadway which is so made that it can be divided in the middle to let

ships pass through. When the bridge is passed, we find on either side of the river many docks crowded with ships from all parts of the globe.

7. Not only may people cross the river by bridges, but they may travel under it. Five miles below the Tower Bridge is Blackwall Tunnel, which has been cut from bank to bank under the bed of the river.

8. Opposite the Isle of Dogs, which has been turned into an island by the West India Docks, stands Greenwich. The chief building in the place is Greenwich Hospital, which faces the river, and has the trees of Greenwich Park behind it.

9. This fine old place was once a home for old sailors ; but it now contains pictures and models of ships and guns, and many strange old things connected with sailors and the sea. Part of the hospital is now a naval college.

10. At the top of the hill stands the Royal Observatory, where men watch the sun, moon, and stars through telescopes, and find out when it is exactly twelve o'clock each day. At that moment they send a telegram to all the large towns in Britain, so that there may be one time for all the country.

11. Below Greenwich, but on the left bank, the Thames is joined by the Lea. It flows

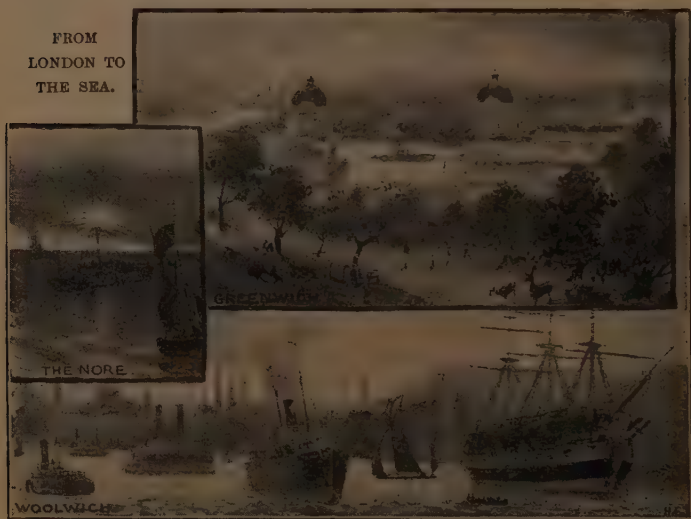


ROYAL PALACES.

by the town of Luton, which is the chief place in the country for straw-plait.

12. The market town of Hertford is also on the banks of the Lea. Near to the town is the head-spring of the New River, which was cut nearly four hundred years ago, in order to supply London with water.

FROM
LONDON TO
THE SEA.



13. The Thames next passes Woolwich, on the same bank as Greenwich. Here thousands of work-people make cannon, gun-carriages, shells, and other things for use in war. The works in which they are made and stored are among the largest in the world.

14. As we travel towards the sea, forts are to be seen at many points on the river. In these forts are the watch-dogs of London—the heavy cannon, which are ready to open fire if an enemy's ships should try to enter the river.

15. The river now gets wider and wider, and flows through dreary mud flats. The last large place we pass before the Thames loses itself in the North Sea is Gravesend. Here we find the river pilots, who guide ships through the channels up to the city.

16. Below Gravesend, and on the same shore, the Medway, from the county of Kent, joins the Thames. The Thames may be said to end at the Nore. There is a lightship at this point to show sailors the entrance to the river.

13. LONDON—"THE MOTHER OF CITIES."

1. London stands on both banks of the broad Thames, and is the centre of the vast British Empire, which, as we already know, covers one-fifth of the earth's surface. It is the greatest city of the globe—the wonder of the world.

2. London is made up of a number of towns which together form the largest, wealthiest, and most crowded town under the sun. Each of

these towns has its own mayor and town council to manage its own affairs, while one great public body, called the London County Council, manages the affairs of London as a whole.

3. London is like a huge book full of pictures. Let us glance at some of them. First, we must try to think of its thirty thousand streets—some broad and grand; others narrow, crooked, mean, and often dirty. No person has ever seen all of them.

4. Next, try to think of its tens of thousands of houses—the mansions and pretty houses of those who are well-to-do, the small, plain dwellings of the working-classes, and the wretched homes of the very poor.

5. Look now at the people of London. There are five million persons gathered together within it—that is, more persons than there are in all Scotland. Not only are its people gathered from all parts of England, Scotland, Ireland, and Wales, but from almost every part of the world.

6. How crowded the streets are! What a bustle and movement we see on every side! Listen to the hum of wheels, the clatter of horses' hoofs, the noise of the drays and wagons as they crawl on their way. Notice the cabs. There are thirty thousand of them

BANK AND R. EXCHANGE.



TRAFALGAR SQUARE.



THE MONUMENT.

BRITISH MUSEUM.



CRYSTAL PALACE



THE HORSE GUARDS.



SOME OF THE SIGHTS OF LONDON.

rushing hither and thither, carrying men and women to their work or to their play.

7. The omnibuses pass by in a constant stream. Above the din you can hear the scream of the railway engines, as they race along the railway lines that spread over the city like a spider's web.

8. Then to add to the noise, there are the street-hawkers shouting to passers-by to buy their goods, and shrill cries of "Paper, sir?" "Here you are, sir, evening paper," from the newsboys at every corner. The roar of London never ceases night or day, from year's end to year's end.

9. Let us leave the streets and go deep down into the ground. Many feet below the streets there are electric and other railways, vast sewers and huge main pipes carrying gas and water. Men are at work night and day, keeping in repair this wonderful city below the ground.

10. Among the old buildings of the capital is the Tower of London, which was founded more than nineteen hundred years ago by the Romans. It was rebuilt by William the First, and made into a strong fortress by William Rufus, his son.

11. Many of the great events which we read

of in our history books have taken place in the Tower. For more than eight hundred years it was a prison-house, and many persons shut up in it were beheaded on its green. Now it is a museum of armour and weapons, and a barracks for soldiers. It also contains the Crown jewels. The keepers of the Tower are called beef-eaters, and they still wear the quaint dress of olden days.

12. That great building near the river is St. Paul's Cathedral, the grandest of all English churches. Within its walls are the tombs of Nelson, Wellington, Landseer, and Sir Christopher Wren, who built it in the year 1710.

13. Not far away is Westminster Abbey, which is more than a thousand years old. Our kings and queens from King Harold to Edward the Seventh have been crowned in it, and four-



A WARDER OF THE TOWER.

teen kings, and as many queens, are buried within its walls. There, too, lie many statesmen, soldiers, writers, and other great men.

14. "IN TOWN."

1. Across the road from the Abbey we see the Houses of Parliament, in which members of Parliament and noblemen meet to make

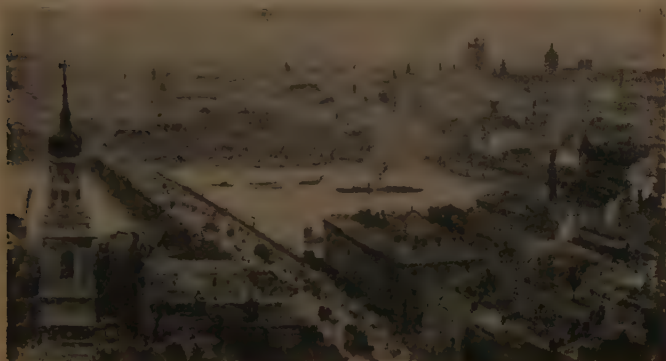


the laws of the land. The splendid pile of buildings fronts the river, and its two lofty towers stand high above the city. In the higher of the two towers is a great clock with its famous bell, Big Ben.

2. The hour figures on the clock-face are two feet in length and six feet apart, while the minute hand is sixteen feet long. By day a

Union Jack floats above the square tower. At night, when Parliament is sitting an electric light gleams out from the clock tower.

3. Not far away is Whitehall, where the chief offices of the Government are to be found. In Whitehall we may see two fine soldiers on horseback guarding the doors of the War Office. Close by is the headquarters of the navy. At



LONDON BRIDGE.

the other end of Whitehall is Trafalgar Square, with Nelson's tall column guarded by stone lions.

4. Now let us look into the British Museum. Do you wish to see the largest collection of books in the world? Here are more than a million and a half of them. Would you like to see some of the oldest writings in the world? Here they are.

5. Books in almost every tongue are to be found within its walls. A copy of every book printed in the country must be placed in the British Museum library. These books are open for use to all who wish to study them.

6. “Bank! bank! bank!”—this is the cry of the omnibus guard. We jump upon a penny bus, and as we ride along we pass the General Post Office. It consists of three great blocks of buildings. Within, hundreds of men are at work sorting and sending off our letters. A stream of Royal Mail carts is always entering and leaving the yard.

7. What a busy place! We are now standing in front of the Bank of England, in the most crowded part of London. Nowhere in the world is there such a throng of men, carts, cabs, omnibuses, and wagons.

8. The bank itself has thick walls and heavy iron gates, which protect the real bank building within. The Bank of England is the money-box of the empire. As there are dozens of smaller banks near at hand, we might call this district “bank-land.”

9. Not far away is London Bridge. It is the great highway between North and South London. Along the bank of the Thames, on the north shore from Westminster to Black-

friars Bridge, is the Thames Embankment. It has a broad roadway fringed with trees, and a river-front of stone.

10. A walk along the Embankment takes us past many fine buildings with well-kept gardens. Cleopatra's Needle, a very old column from Egypt, has been set up on the Embankment.

11. The parks of London are large and well laid out. Few cities can show finer open spaces than Hyde Park, Regent's Park, and St. James's Park; and there are many others besides.

12. London has three royal palaces. When the King is in London, he lives at Buckingham Palace, and holds state parties at St. James's. In Kensington Palace Queen Victoria was born. The Crystal Palace, eight miles south of London, is not a royal palace, but a place of amusement, open all the year round.

13. We must now close our book of London pictures, though we have really seen only a very few of them. If you live in London, you will never tire of looking at them; if you live in the country, I hope that some day you will visit the great city, and see for yourself some of the many wonders it has to show.

2. The Ouse, which is the most winding of English streams, drains a very level country. It flows quietly along past the county town of Buckingham to Bedford, beyond which place it is broad enough and deep enough for barges to sail upon it.

3. The village of Elstow, a few miles from



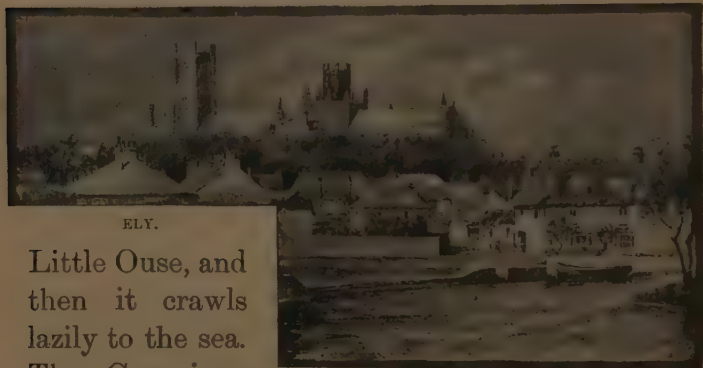
IN THE OUSE VALLEY.

Bedford, was the birthplace of John Bunyan, who wrote a famous book called "The Pilgrim's Progress." He preached, worked, and was put in prison in Bedford, where his statue now stands.

4. Below Bedford the river glides through wide meadows and market-gardens, and reaches

the county town of Huntingdon, which is famous as the birthplace of Oliver Cromwell, who, after King Charles the First had been beheaded, ruled for a time over our country.

5. The valley grows wider and wider, and the land becomes flatter and flatter. In the Fen district the river is joined by the Cam and the



ELY.

Little Ouse, and then it crawls lazily to the sea.

The Cam is a small stream, but it is important, because it passes through the university city of Cambridge.

6. The “backs” of the grand old colleges come down to the water’s edge, and the river flows under many bridges, past lawns and meadows, before joining the Ouse. The narrow little Cam is crowded with boats of all kinds.

7. In the Fens the Ouse flows by the little cathedral town of Ely—a name which means

the "Isle of Eels." Round Ely are the meres and marshes where the English who would not yield to William the First formed a camp of refuge. Here Hereward and his gallant men held out for a long time, but had to yield at last.

8. The Nen and the Welland, two other streams flowing into the Wash, rise on the table-land not very far from Northampton. The Nen flows through meadows and corn-fields, and soon passes the old town of Northampton, now famous for boot and shoe making.

9. The river flows on through flat meadows, and soon reaches Peterborough, which has a large market-place and an important railway station. Its beautiful cathedral stands on a spot where there was a church long before the Normans came to this country. Below Peterborough the Nen enters the Fens and creeps seaward.

10. The Welland also flows towards the Fens, and passes Stamford, which was once a great stopping-place for the coaches on the great North Road to York and Scotland. It is now a pleasant market-town, with many fine old houses.

11. The Witham rises in the south of Lincolnshire, and flows past the old town of

Grantham, which is a marketing-place for all the farmers of the country-side.

12. Where the river breaks through the hills on its way to the sea, stands Lincoln, which has a long history of its own. The very name of the place tells us that the Romans founded it as a "colony."

13. Lincoln Cathedral crowns the green table-land on which it stands, and from it there is a fine view of the valley of the Trent. Tanning, rope-making, brewing, corn-milling, and the making of farming tools keep the people of the old city very busy.

14. From the walls of Lincoln the Witham winds on towards Fen-land. A few miles from the sea is Boston, a market-town, with one of the finest churches in the country. The tower of the church, called Boston Stump, is 300 feet high, and serves as a landmark for sailors.



16. THE "PRINCELY TRENT."—I.

1. We now come to the largest and most important river-basin of England—that of the Yorkshire Ouse and the Trent. Together, with their hundreds of feeders, these two rivers drain no less than one-sixth of the whole country.



IN THE POTTERIES.

2. While the Ouse brings down the overflow of Yorkshire, the Trent drains the northern part of the Central and Eastern Plains. The two streams join together in one mouth, called the Humber.

3. The Trent rises on the western slopes of the Pennine Chain, and receives feeders from



the hilly Peak district. After leaving the uplands where it has its source, and passing many villages, it enters a dreary land of chimneys and smoke.

4. This is the district known as "the Potteries"—a cluster of towns and villages so close



SEASIDE RESORTS ON THE WEST COAST.

together as to look like one town. Most of the people of this district make china and earthenware. Tunstall and Burslem, Newcastle-under-Lyme, Hanley, and Stoke-upon-Trent are some of the large and busy towns in this part of North Staffordshire.

5. Burslem has been the chief seat of the potter's trade for the past three hundred years. In former times earthenware was made out of



JOSIAH WEDGWOOD.

the clay dug up near the town. Now, all the clay except the coarsest is brought from a distance—from Cornwall and Dorsetshire.

6. Josiah Wedgwood, the greatest of all English potters, was born at Burslem in 1730. He was the first to import

white clay from Cornwall, and to make in England the fine china known as porcelain. Aided by the artist Flaxman, he made pottery so beautiful in shape and colour that "Wedgwood ware" soon became famous.

7. Stoke contains several fine buildings, and a statue of the great potter who has made the district famous all the world over. Hanley, the

largest of the pottery towns, was a mean village only a hundred years ago. Now it is a large place, with a handsome town hall and other fine buildings. It is lighted by electric light, and steam-tramways connect it with the other pottery towns.

8. Below Stoke the Trent winds slowly through rich meadows, and is joined by the Sow, which comes down a broad valley from Stafford. Beyond its shoe-making factories, Stafford has little to show us.

9. Some four miles away from the Trent, to the south, is the old cathedral town of Lichfield, the birthplace of Dr. Johnson, a great writer, who died in 1783. His statue now stands in the market-place.

10. Following the course of the Trent, we soon see a cluster of chimneys on the river-plain, and smoke begins to dim the brightness of the scene. We are drawing near to Burton-on-Trent, a town full of breweries.

11. Below Burton the Trent flows through pleasant scenery, and receives on its left bank the beautiful Derbyshire river the Dove. Near the source of the Dove is the pretty town of Buxton, famous for its hot mineral springs and the lovely country round about it.

12. The narrow, rocky glen of Dovedale is

the most charming of all the Derbyshire dales. In some places limestone cliffs, covered with trees, ferns, and grass, fringe the river banks; in other places the banks are rich with wild flowers. Leaving Dovedale, the river flows through sweet pastures and joins the Trent.

13. The Derwent, which joins the main river on the same bank, is another lovely river. It rises high in the dusky moorlands of the Peak, and sweeps in front of the noble home of the Duke of Devonshire—Chatsworth, the "Palace of the Peak."

17. THE "PRINCELY TRENT."—II.

1. Wandering on through open green country, the Derwent comes to the group of little towns which all have Matlock as part of their names—such as Matlock Bank, Matlock Bridge, and Matlock Bath.

2. In this part of its course the river flows through a deep, narrow valley. Limestone cliffs, grim and gray, rise up from the water's edge. One great cliff, known as the High Tor, lifts itself four hundred feet from the rocky bed of the river. There are also mineral springs near the river.

3. These little towns are busy pleasure places



VIEWS IN THE TRENT VALLEY.

during the summer months, and people flock to them because of the tors, the beautiful river, and the many strange caverns.

4. At Cromford, a few miles lower down the river, Sir Richard Arkwright, who was once a barber's boy, built his first cotton-mills. The river also turns the wheels of cotton-mills at Belper, a thriving and pretty little town a few miles away.

5. The most important place through which the Derwent flows is the old city of Derby. It got its name from the Danes, who called it Deorby, the *by* or town of the deer.

6. Derby is a town which has become large and wealthy because it is the headquarters of the Midland Railway Company. In its offices, store-houses, and workshops the company employs over five thousand men.

7. The first silk-mill in England was set up in this old town, and some silk is still woven. A very beautiful porcelain, known as Crown Derby, is also made.

8. The Derwent flows into the Trent, and shortly afterwards another feeder joins the main stream. This is the Soar, which flows past Leicester, a large and busy town which makes hosiery, boots, and shoes.

9. A few miles west of Leicester is Bosworth

Field, where, in 1485, the last battle of the War of the Roses was fought. Richard the Third was slain in this battle.

10. After receiving the Soar, the Trent flows on towards Nottingham. On the top of a steep rock, which stands high above the river, is the castle, which was once a Norman fortress. Round about the castle are many tall chimneys, which belong to the factories in which hosiery and lace are made.

11. Between Nottingham and the busy town of Worksop is the hilly district of Sherwood Forest, where once Robin Hood and his merry men lived. Near Worksop are a number of great parks and fine houses. As four dukes have their seats in the district, it has been called the "Dukeries."

12. The Trent winds on through a broad valley past Newark, a busy place with a corn-market and brass and iron foundries. It then flows on to join the Ouse and form the Humber.

13. The estuary of the Humber curves round like a sickle, Spurn Head being at the point of the sickle. At Great Grimsby, on the Lincolnshire side, the Humber is about five miles wide.

14. Grimsby, or Great Grimsby, is the largest fishing-port in the kingdom. It has thousands

of trawlers and smacks, and in the course of a year hundreds of tons of cod, herring, and whelk are brought in to its quays. "Fish-trains" on the Great Central Railway hurry away from Grimsby with cheap and fresh food for the dwellers in our large towns.



IN LEICESTER.

15. Opposite to Great Grimsby is Kingston-upon-Hull, usually known as Hull, the great port of the North Sea, and the third of the United Kingdom. It is an important packet-station, and the great outlet for the woollen goods of Yorkshire and the hardware and other produce of the Midlands.



18. THE YORKSHIRE OUSE.

1. The Yorkshire Ouse and its feeders carry to the Humber almost the whole of the drainage of Yorkshire, "the county of the broad acres."

2. Nearly all the rivers which join together to form the Ouse have their sources on the eastern slopes of the Pennine Chain. Most of them flow at first in a south-easterly direction, through wild and broken valleys called "the dales."

3. These dales are named after the streams which flow through them, as Swaledale, Wharfedale, and Airedale. Many of them are richly wooded, and contain lovely scenery.

4. The name Ouse is first given to the united waters of the Swale and the Ure, which rise in the north-west of the county, within a short distance of each other. The Ouse is afterwards joined by the Nidd, Wharfe, Aire, and Don on the right bank, while the Derwent is the only large stream on the left.

5. The chief place in Swaledale is the old town of Richmond. It has a fine castle, built in early Norman times, on a hill overlooking the river. In its best days Richmond Castle was one of the strongest in the kingdom.

6. The Ure, or, as it is sometimes called, the Yore, is of nearly the same length as the Swale. Monks settled in its beautiful dale as far back as the year 660. They also settled at Ripon, where long afterwards, in Norman times, a fine cathedral was built. Not far from Ripon are the ruins of Fountains Abbey, which stands in the midst of lovely scenery.

7. The Nidd, which rises amongst the loftiest hills in Yorkshire, now joins the main stream formed by the Ure and the Swale. The old town of Knaresborough stands on its banks. Not far away from it are some rock-hewn dwellings, said to have been made by the Britons ages ago.

8. Between the Nidd and the Wharfe is high



IN THE VALLEY OF THE YORKSHIRE OUSE.

ground, on which stands Harrogate. This town is much visited for its springs, which contain sulphur, iron, and other minerals. Sick people visit Harrogate to drink these waters, and the town has become one of the best known inland watering-places of England.

9. A few miles below the place where the Nidd joins the Ouse stands the grand old city of York, about which we shall read in the next lesson.

10. The Wharfe now joins the main stream. It rises among the highest mountains in the country, and its valley is very beautiful. Bolton Abbey, a fine old ruin, stands on a bend of the river.

11. The Aire, with its feeder the Calder, passes through one of the busiest districts in Great Britain. We shall read about this district in a later lesson. These two rivers are black as ink because of the dirty water poured into them from the dye-works on their banks.

12. The Don passes through a busy coal and iron district. The Derwent, which enters the main stream on the left bank, flows in the upper part of its course through lonely moors. On the marshy land where the Ouse enters the Humber stands the river-port of Goole, which fifty years ago was a tiny village.



THE WEST RIDING.

19. THE "COUNTY OF THE BROAD ACRES."

1. Yorkshire and Lancashire are the two busiest counties in the British Isles. Yorkshire lies to the east, and Lancashire to the west, of the Pennine Chain.

2. Lancashire slopes to the south-west, and Yorkshire slopes to the south-east. Lancashire is well watered by the rain-clouds brought up by the west winds. Yorkshire faces the east winds, and, except on its high moors, has not so much rain.

3. Lancashire has the Irish Sea and the Atlantic Ocean in front of it; Yorkshire has the North Sea and the Baltic. Lancashire

looks towards America, while Yorkshire looks towards the continent of Europe.

4. Yorkshire is the "county of the broad acres," and its breeds of horses and sheep are famous all over the world. It is just as famous for the woollen and iron goods which it makes.

5. It is the largest of the English counties, and is divided into three parts, called the North Riding, East Riding, and West Riding. The word "riding" is a form of the Old English word which means "a third part," just as farthing means a fourth part. The three Ridings meet the city of York.

6. York stands on the banks of the Ouse, in the midst of a fertile plain, and is one of the oldest towns in the British Isles. The Romans made the town their headquarters, and built walls round it, parts of which still remain, and form a pleasant walk for the people of the city.

7. Six old gateways with towers pierce these walls. The minster, or cathedral, is said to be the finest church in all England. York is now a busy place, with a great railway station and a large trade in corn and cattle.

8. Because of the coal and iron found beneath its surface, the West Riding is a very busy part of the country. It contains many large cities and towns, which are noisy with



York from
the Ouse



York
Minster

Moak Bar



MICKLEGATE BAR

the roar of engines and machines by day, and are lit up by the glare of ironworks and furnaces at night.

9. The northern part of the West Riding is very hilly, and its scenery is wild and beautiful. Its rocks are of limestone, worn by wind and rain into rugged peaks, and hollowed out into caverns. Lead is mined here and there, but there is not much of it, and no coal or iron is found.

10. Beneath the southern half of the West Riding, which stretches from Bradford and Leeds in the north to Sheffield in the south, lie rich stores of coal. This coalfield was once joined to that of Lancashire, but the two have been divided by the Pennine Range, which has been thrust up between them.

11. The best coal is worked in the neighbourhood of Leeds, Sheffield, Bradford, Wakefield, and Barnsley. The village of Silkstone, which gives its name to one of the best kinds of coal, lies to the west of Barnsley.

12. The West Riding has been a cloth-making district for hundreds of years. The valleys of the Aire and Calder are crowded with towns which have many woollen and worsted factories.

13. Leeds, on the river Aire, has more than

428,000 people, and is the home of the wool and cloth trade. Almost every kind of cloth is made in the city, and great mills, dye-houses, and dressing shops are to be seen on all sides.

14. Although Leeds seems wrapped in a cloud of smoke, it is not an unhealthy place. It has some pleasant open spaces, and many



LEEDS TOWN-HALL.

public buildings. The Leeds town-hall is one of the finest buildings in the country. The town also possesses an important college.

15. Not far from the city, on the bank of the river Aire, is Kirkstall Abbey, a fine old ruin, which is carefully preserved and much visited by the people of Leeds.

20. BUSY HIVES.

1. The West Riding is not only the chief woollen manufacturing district of the world, but it has many other important industries as well. Cotton is spun and woven, linen is made, worsted is manufactured, and there are great steel and iron works, especially in the south.

2. The West Riding is crowded with busy hives, and we shall now visit some of them. A few miles to the west of Leeds is the sister city of Bradford. The two cities are much alike, for on all sides are great factories and warehouses. Many chimneys rear their heads far above the town, and belch forth smoke which darkens the sky.

3. Bradford is the home of the worsted trade. Worsted is a kind of thread made from wool with long fibres, which are combed out, and then spun with a harder twist than woollen yarns.

4. South of Bradford, on the river Calder, is the handsome town of Halifax, famous for its carpets and its worsted cloth. A few miles to the south of Halifax is Huddersfield, which is noted for the finer kinds of woollen goods.

5. Wakefield, which lies to the east of Huddersfield, is not so busy a town as it once

was. It has corn and cattle markets, and a beautiful cathedral.

6. Between Halifax and Wakefield there are a number of towns in which carpets, blankets, and shoddy are made. Shoddy is nothing but old woollen or worsted stuffs, which are first torn to shreds, and then, after being mixed with a little new wool, are woven once more into cloth. The chief towns which make shoddy are Dewsbury, Batley, and Heckmondwike.

7. Sheffield is the centre of the iron and steel trade. It stands at the southern end of the county, in the midst of a ring of hills, down the slopes of which many streams run. In the hillsides are quarries which supply excellent grindstones.

8. As the railway train takes us into this busy hive, we seem to be entering a city of gloom. Though smoke is always hanging over the Sheffield people, it does not prevent them from being very bright and active.

9. Sheffield gets its name from the little river Sheaf, which joins the Don in the centre of the town. From early times Sheffield has been noted for its cutlery.

10. We get some idea of the number of knives made in Sheffield when we learn that several hundred tons of ivory are used every



IN THE BLACK COUNTRY.



THE SHEFFIELD TRADES.

year for knife handles alone. Thousands of elephants must be killed every year to supply Sheffield.

11. Sheffield cutlery is sent to all parts of the world. Even Arab chiefs in the far Sahara pride themselves on having a Sheffield knife. Files, scissors, rails, steel armour plates for men-of-war, and machine guns are also made at Sheffield, as well as all kinds of electro-plated goods. Rotherham, a little distance down the Don, has also iron and steel works.

12. To the north-east of Rotherham, and also on the Don, is Doncaster, which, as its name tells us, was once a Roman camp. It is now best known for its town-moor, on which horse-races are run. The Great Northern Railway Company has its engine and carriage works in the town.

21. TYNESIDE.

1. A crowded and busy district stretches along the banks of the Tyne, the chief river of Northumberland. The Tyne is second only to the Thames in the number of vessels which enter it, and second only to the Mersey in the amount of its trade.

2. The great beds of coal near the river make the district wealthy, and the fine open waterway of the Tyne allows ships to come and go to the towns on its banks at all states of the tide.

3. The people who live in this district are



proud of their river, even though its waters are dark and dirty. A Tyneside poet sings:—

“Of all the rivers, north or south,
There’s none like coaly Tyne!”

4. The river is formed by two streams—the North Tyne and South Tyne. The first rises in the Cheviots, and flows through a hilly country to join the southern branch at Hexham. On its way it passes the ruins of the Roman wall which was built some eighteen

hundred years ago to keep back the savage tribes of the north.

5. The South Tyne rises behind Crossfell, and passes through one of the prettiest districts in the north of England. On its banks are the ruins of many an old castle, which tell of days when England and Scotland were nearly always at war.

6. A few miles from Newcastle the Tyne passes the village of Wylam. Here, in 1781, George Stephenson, who made the first railway engine, was born. We shall hear something more about this great man in our lesson on railways. His son, Robert, was also a famous man, who planned and made many railways. At Newcastle the Tyne is spanned by the wonderful High Level Bridge, which he built.

7. This bridge is more than one hundred feet high, and a quarter of a mile long. Near to it is another bridge, the Swing Bridge, which crosses the Tyne at the point where the Romans built a bridge hundreds of years ago. Lord Armstrong, whose great cannon foundry is near Newcastle, planned and built this bridge.

8. Newcastle is not only one of the most important seaports in the kingdom, but in by-gone times it made a great stir in history. The town gets its name from a castle which

was new eight hundred years ago. Part of it still remains.

9. Newcastle is a very large and very busy place. Wherever we go we hear the noise of hammers and the roar and clank of engines. On all sides there are blast furnaces, glass



THE HIGH LEVEL AND SWING BRIDGES, NEWCASTLE.

works, potteries, and chemical works. In many ways, Newcastle is like the great Scottish city Glasgow.

10. For more than two miles the town stretches along the river-side, and long lines

of steamships may be seen taking in cargoes of coal for London, and, indeed, for the ports of the whole world.

11. Coal has been mined in the Newcastle district for more than six hundred years. One of the most famous of the old mines was near the end of the Roman wall. The coal got from this mine was therefore called "Wallsend."

12. The railway trucks run along the quays, and shoot their coal straight into the holds of the vessels. In four hours a vessel of one thousand tons can be loaded; in less than a day and a half the ship will be in London docks; in another half-day she will be unloaded, and made ready to return to the Tyne. More than three million tons of coal are sent away from this district every year.

13. Opposite to Newcastle is Gateshead, a neat and thriving town. Farther down the river, on the right bank, is Jarrow, with large chemical works.

14. Nearer the mouth of the river we find the coal ports of North Shields and South Shields. Near to North Shields is Tynemouth, with its old castle. During the summer months the hard, firm sands are crowded with holiday-makers from the Tyneside towns.



22 THE MERSEY

1. The Thames is a beautiful river of pleasure, but the Mersey is a plain, hard-working stream. It rises in the Pennine Range, and flows south-west past the old hilly town of Stockport.

2. Stockport was once a Roman camp on the road from Manchester to Derby. It is now a busy town, with great cotton and silk factories. After leaving Stockport, the Mersey forms the boundary between the counties of Lancashire and Cheshire.

3. The main stream flows on to Warrington, which has a number of breweries and tanyards. Then it makes its way through a low, flat country; and as we follow its course, we notice a very unpleasant smell in the air.

4. We are not far from the town of Widnes, which manufactures chemicals and soap. So foul is the air that scarcely a green leaf or a blade of grass will grow in the town.

5. A fine railway bridge crosses the Mersey between Widnes on the Lancashire shore and the town of Runcorn on the Cheshire side. Near Runcorn the Weaver, which drains the Vale Royal of Cheshire, joins the Mersey.

6. The Weaver rises in the south part of Cheshire, and flows along a beautiful valley through some of the richest dairy land in England. On the banks of the river and its feeders are a large number of salt springs and beds of rock salt.

7. The salt water or brine is pumped up, and is boiled in large pans. When this is done, the salt falls in small crystals to the bottom of the pan. It is then scooped out and placed in moulds. In this way large white blocks of salt are obtained.

8. The largest salt-mine in Cheshire is the Marston mine, near Northwich. It is three hundred feet deep, and at the bottom of the shaft there is a large hall with the walls and roof of rock salt.

9. Owing to the mining and pumping that are going on about Northwich, the land is sinking.

Often great holes appear in the ground, and cause numbers of houses to fall down. Many of those which still stand seem to be toppling over, and are held up only by props and iron bands.

10. Flowing onward, the Mersey begins to broaden out to a width of three miles. Nearer the sea its mouth narrows to a width of three-quarters of a mile.

11. This bottle shape of the river mouth has kept it from being choked with sand, like so many of the river mouths on the coast of Lancashire. As the tide rises, a mass of water flows through the narrow neck into the wide stretch beyond. As the tide ebbs, the water rushes back through the neck, and scours out the sand, which is carried away seaward.

23. LIVERPOOL AND BIRKENHEAD.

1. The finest view of the Mersey is got from the bridge of a homeward-bound steamer as she crosses the sandy bar and sails up the mouth of the river.

2. The broad stream is alive with craft of every kind, from little tug-boats to swift liners, from tossing fishing-boats to stately sailing-



AN ATLANTIC LINER AT THE LIVERPOOL LANDING-STAGE.

ships, with their lofty masts and their snowy sails.

3. On the left, for seven miles, is the seawall, with its long line of sheds, behind which are the finest docks in all the world. Above the sheds the masts of many steam-ships and sailing-vessels are seen.

4. On the right are the sandy shore, the fort, the lighthouse, the Eiffel Tower, and the pier of New Brighton; behind them the low, green hills of the Wirral Peninsula. The Atlantic liners sail right up to the floating landing-stage of Liverpool, where they land their passengers.

5. The passengers step ashore, cross the landing-stage, climb a bridge, and find themselves in Riverside Station, where a train is puffing and snorting, ready for its journey. In little over four hours after leaving the landing-stage of Liverpool, the passengers find themselves in London.

6. Liverpool is not an old city. Up to the year 1700 it was little more than a fishing village; now it is the third city of Great Britain, and has more than half a million people. It has become great partly because it is near to the coal, iron, and cotton districts of South Lancashire, and partly because it is well placed for trading with Ireland, Scotland, and America.

7. Without its shipping Liverpool would be nothing. Its chief trade is with America, though there is scarcely any country in the whole world to which its ships do not sail.

8. A journey along the docks by the overhead electric railway shows the greatness of its trade. We find whole docks given up to timber, grain, tobacco, and cotton.

9. Liverpool has many handsome public buildings. St. George's Hall, which is built like a Greek temple, is one of the finest buildings in the country. Liverpool is soon to have a cathedral, which will be so placed as to be seen from the river.

10. Every visitor to Liverpool goes to see the Exchange, which is a large courtyard behind the town-hall. Every week-day this space is full of merchants, who are buying and selling cotton for the mills of Lancashire. A fine statue to Nelson stands in the middle of the square.

11. Opposite to Liverpool is the large town of Birkenhead, "the city of the future" as it is sometimes called. The two towns are joined by a tunnel underneath the river, and also by ferry-boats which cross the river every few minutes. Birkenhead builds iron ships, and its docks are very large.

24. AN INLAND SEAPORT.

1. Eight miles up-stream from the Liverpool landing-stage is Eastham, which is at the seaward end of the Manchester Ship Canal.

2. Ships bound for Manchester pass from the Mersey through the great locks at Eastham, and find a waterway of thirty-five and a half miles stretching before them.

3. The Manchester Ship Canal is one of the wonders of the world. It was very difficult to construct, and it cost £15,000,000. With this vast sum we could lay down six rows of sovereigns along the bed of the canal all the way from Manchester to Liverpool.

4. From Eastham, the canal follows the shore of the Mersey until the town of Runcorn is reached. Then the cutting is straight across country to Warrington.

5. The canal then follows the course of the Irwell, a small tributary of the Mersey, and ends at the docks of Salford, a large town which is joined to Manchester. From the Salford docks railways and canals spread out in all directions.

6. By means of this canal merchants can import cotton for the factories and food for the workers at a cheap rate. Cargoes for Man-

chester need not now be unloaded at Liverpool and sent by rail to Manchester.

7. Most of the towns of South and East Lancashire make cotton cloth. This part of Lancashire is very suitable for the industry. The south-west winds keep the air moist, so that the cotton can be easily spun and woven. In places where the air is very dry the yarn easily breaks, and much time is thus lost in spinning it.

8. These Lancashire towns are full of factories, four or five stories high. Manchester itself has not so many cotton factories as some other cotton towns, but in it nearly all the calico that is made in Lancashire is bought and sold.

9. Early in the morning the Lancashire towns are alive with workers hurrying to the factories. The women, as a rule, wear shawls on their heads instead of hats and bonnets. The boys and girls, and many of the men and women, wear clogs, and as they pass along you hear the "clang of the wooden shoon" on the pavements.

10. Manchester, with Salford, is one of the busiest places in the world. It is not beautiful, though everything that can be done has been done to make it healthy and pleasant. Amongst its public buildings is the town-hall,



VIEWS ON THE MANCHESTER SHIP CANAL.

which is said to be one of the finest in the world.

11. Many towns which spin and weave cotton stand around Manchester. One of the chief is Oldham, which also makes many engines and machines. Farther north stands Rochdale, a town which is noted for flannels. Bury, besides its cotton factories, has paper-mills, in which the paper for *The Times* is made.

12. Bolton is close to Bury, and is a very busy place. It makes not only cotton goods, but engines, safes, locks, and other articles. Farther north there are a number of very crowded towns. Among them are Blackburn, Burnley, and Preston.

13. Blackburn was the birthplace of the man who made the first cotton-spinning machine. It is now the largest cotton-manufacturing town in the world. Preston is another cotton town, with a beautiful position on a slope near the river Ribble.

14. In the belt of flat country between Liverpool and Manchester stands Wigan, a great centre for coal and iron. St. Helens, an important town in the same district, makes plate glass, and has large chemical works.

25. A BICYCLE RIDE THROUGH NORTH WALES.

1. Our summer holiday had at last come, and we set off for the quaint old city of Chester, which was to be the starting-place for our cycle ride through North Wales.

2. We were charmed with Chester, for it was quite unlike any town we had ever seen before. Its streets are full of quaint old houses. The second stories of these houses jut out and form a roof, so that ladies can go shopping in Chester on rainy days without getting wet.



3. Around the city are the fine walls which were first built by the Romans more than fourteen hundred years ago. The very name of Chester shows us that it was once a Roman camp.

4. Next morning we were up with the sun, and mounting our machines, soon left behind us the old city, with its cathedral, its timbered houses, its "Rows," its Roman wall, and its beautiful river Dee.

5. A few miles from Chester we crossed a

bridge spanning a brooklet, and found ourselves in Wales. We rode on, and soon came to the busy and coaly town of Flint. Several colliers, with their safety-lamps hooked on to their coats, passed us on their way to the coal-pits.

6. A sharp run soon brought us to the sea-side town of Rhyl, where we ended our first day's ride. After tea we walked on the pier, listened to the band, and watched the children building castles on the sands.



7. Next morning, after a dip in the sea, we made an early start. Leaving Rhyl, we crossed a pretty river; and looking up its valley, we caught

a glimpse of the square tower of St. Asaph's Cathedral.

8. Stopping at a village post-office to send a postcard home, we saw that the notices were printed in Welsh as well as in English. As we passed the people working in the fields, we heard them speaking Welsh to one another.

9. We pushed on into Carnarvonshire, and reached Conway, where there are the ivy-covered ruins of an old castle built by King

Edward the First. From Conway we ran on to Llandudno,* a charming watering-place on a pretty bay.

10. At one side of the bay the rocky Great Orme's Head rises steeply from the sea. We scrambled to its top, and had a splendid view of mountain and sea.

11. Not far away, to the west, we could see the Isle of Anglesey, and the ships—very small they seemed to be—making their way towards the Menai Strait.



12. Oncemore we mounted our machines, and rode on to the old city of Bangor. Here we visited the cathedral, and the twin bridges which cross the Menai strait.

13. The first of the bridges hangs from strong chains which stretch across the strait, here three-quarters of a mile wide. The other bridge, which was built by Robert Stephenson, is a huge square iron tube, resting upon five towers. We watched a train plunge into it, and in about half a minute saw it come out on the Anglesey side.

* See page 73.

14. Once more we mounted our iron steeds, and took the road for Carnarvon, where we stopped for an hour to visit the old castle where Edward the Second, the first English Prince of Wales, was born. Then we turned



our faces eastward for England and home.

15. We were so pleased with our trip that we then and there made up our minds that we would visit North Wales again. On our next visit we intend to pass through Wrexham, and visit the vale of Llangollen. Then we shall ride on to the large and beautiful lake of Bala, out of which flows the river Dee.

26. THE SILVER SEVERN.

1. Few British streams are more beautiful and more useful than the Severn. If you look at the map, you will find its source in a small lake on the eastern side of Plinlimmon, a mountain in the middle of Wales.

2. Breaking in foam over the rocks in its bed,



the river rushes on in a north-easterly direction, and soon is deep and broad enough for barges.

3. At the old Roman town of Shrewsbury the river becomes very winding, and turns southward. In early times Shrewsbury was the scene of many border fights between the English and the Welsh.

4. It is a quaint place, with many timbered houses and pleasant walks near the town. Following the river, we pass through some fine scenery, and see on our left the lonely hill

called the Wrekin. It rises to a height of more than thirteen hundred feet above the plain.

5. The river now flows through a coal and iron mining district. Entering Worcestershire, it almost touches Kidderminster, an old town where carpets were once made. Then it passes



IN SHREWSBURY.

on within sight of the chimneys of Droitwich, which has been noted since Saxon times for its salt-works. Soon we reach the city of Worcester, one of the oldest cities in the kingdom.

6. During the war between Charles the First and his Parliament, Worcester was faithful to

the king, and for this reason it won the title of "the Loyal City." Near to Worcester, Cromwell overthrew the king in a great battle. The city is now noted for its fine cathedral, and for blue porcelain, gloves, and Worcestershire sauce.

7. From Worcester, the river flows through pleasant scenery to the quaint old town of Tewkesbury, where it is joined by the Avon. In the year 1471, one of the fiercest battles of the War of the Roses was fought half a mile from the town. The House of York and the House of Lancaster were at that time fighting for the crown, and in this battle the Yorkists were the victors.

8. We now pass through mile after mile of apple and pear orchards and hop fields. Many tons of fruit, and many hogsheads of cider and perry, are sent away by river, canal, and railway every year from this district.

9. Shutting in the valley on the west are the beautiful Malvern Hills, where the air is so clear and fresh that the people say,—

"Round about Malvern Hill

A man may live as long as he will."

Now the river sweeps round to the south-west, and receives a little river which flows through the lovely town of Cheltenham.

10. Cheltenham is a "garden town," full of turf, trees, and flowers. Many sick people visit the place to drink its mineral waters. On we go with the river, and soon are at the river-port and cathedral city of Gloucester.



GLOUCESTER CATHEDRAL.

11. Gloucester is built round its market-cross, which stands at the meeting-place of the four old streets—Northgate, Southgate, Eastgate, and Westgate. Its cathedral is one of the finest in England. Gloucester is not only a port, but it has a number of works in which soap, matches, and other things are made.

12. Gloucester was of little importance until the Berkeley Ship Canal was made. Now vessels of six hundred tons burden can come right up to the city. Gloucester sends away large quantities of coal and iron, which are mined in the Forest of Dean.

13. This is a hilly piece of country lying in the west of Gloucestershire between the Severn estuary and the Wye. Though it has many coal and iron mines, it still has great forests, with fine oaks and beech trees.

14. The mouth of the Severn has many sandbanks, and ships sailing upon it often run aground on them. Below Gloucester, the flowing tide is forced into the narrow river-bed, and forms a wave, or bore, which sometimes rises five or six feet high. This bore often upsets small boats and barges.

15. A bridge two-thirds of a mile long crosses the mouth of the Severn, and a tunnel more than four miles long has been made beneath its bed.

27. ON THE WARWICKSHIRE AVON.

1. We must now go back some distance, and follow the course of the Warwickshire Avon from its source, in Northamptonshire, to Tewkes-

bury, where it joins the Severn. The Avon is a beautiful river, and we shall be sure to enjoy our sail upon it.

2. Throughout the greater part of our journey we shall be in the very heart of England -- in the richly-wooded country where our greatest poet, William Shakespeare, lived.

3. Just where the Avon enters Warwickshire stands the town of Rugby. It is on the London and North-Western main line, and has become a very important railway station. It is chiefly noted for its public school, which was founded in the reign of Queen Elizabeth.

4. The fame of the school was chiefly made by its great headmaster, Dr. Thomas Arnold. That capital boys' book, "Tom Brown's School Days," gives us a picture of life in this fine old public school when he was its headmaster.

5. A few miles west of Rugby, on a little feeder of the Avon, is the old city of Coventry. It has many old buildings, such as a handsome gateway, a fine hall built five hundred years ago, and many timbered houses.

6. Amongst the most interesting buildings are three beautiful churches. Their spires stand high above the town, and can be seen a long way off.

7. For more than two hundred years Coventry has been noted for its silk ribbons, which



IN SHAKESPEARE'S COUNTRY.

were first made by French people, who fled to England when their king would no longer allow them to worship in their own way. Of late years the town has become noted for the making of bicycles.

8. The pretty town of Leamington lies in the valley of the Leam, a winding stream which joins the Avon near Warwick. Like Cheltenham and Bath, it is an inland watering-place, standing among wooded hills, and having its streets bordered by trees.

9. Two miles west of Leamington is Warwick, the county town, a very old place, full of quaint houses. It has a grand castle overlooking the river Avon. Most of it was built in the reign of Edward the Third, but some parts are older still.

10. In the castle there is a fine show of armour, pictures, and statues. The staff, club, and sword of Guy of Warwick are also to be seen.

11. This Guy is said to have been a man of great size and strength, who slew a Danish giant and a cruel creature, known as the "Dun Cow." His "porridge-pot," a huge bowl holding over a hundred gallons, is still used at great feasts in the castle.

12. Five miles north of Warwick is Kenil-

worth. Its castle, built in the reign of Henry the First, was the home of that Earl of Leicester whom Queen Elizabeth once visited. Sir Walter Scott has told the whole story in his novel "Kenilworth." The castle was ruined during the Civil War.

13. An eight-mile walk along winding roads with green hedges brings us to Stratford-on-Avon, where Shakespeare was born and died. The house in which he was born is now kept very carefully, and is open to visitors. The garden has been planted with flowers that Shakespeare loved, and wrote about in his plays.

14. The poet lies buried in the parish church, which stands close to the river. Every year thousands of visitors from all parts of the world visit Shakespeare's town.

15. Below Stratford the river flows through what was once the oak forest of Arden. Leaving Warwickshire, the Avon winds its way through the vale of Evesham, and after a course of little more than fifty miles joins the Severn.

16. In the north-west corner of Warwickshire stands the great city of Birmingham. We shall read about this important place in our next lesson.

28. THE SMITHY OF THE WORLD.

1. Birmingham, the chief town of the Midlands, stands near the centre of England, in the north-west of Warwickshire. It spreads out into Staffordshire and Worcestershire, and the whole town covers more than twenty square miles.

2. Birmingham was a busy place even in early times. Iron ore was then dug out of the mines of Staffordshire, and was smelted with wood from the Forest of Arden.

3. Almost everything which can be made in brass, iron, steel, glass, ivory, gold, silver, copper, lead, or tin is now made in the workshops of Birmingham.

4. Cheap rings, brooches, chains, necklaces, and so forth, are also made in the city; and because of this, people sometimes call anything which is worthless or a sham "Brummagem," from an old name of the town.

5. Its public buildings are many and fine. The town-hall, which took eighteen years to build, has many beautiful columns like those of a Greek temple. It will seat several thousand persons, and in it are held great concerts and meetings.

6. Other fine buildings are the Art Gallery, the Council House, and the Mason College,

THE TOWN HALL



THE
BULL
RING



STEEL
TRAIL

THE
COUNCIL HOUSE
COLMORE ROW.

M.C.T.

BIRMINGHAM.

which is the home of Birmingham's university. Birmingham has been called the best-governed town in the world. It has several fine parks, one of them containing the fine old manor-house of Aston, which is now an art gallery and museum.

7. Though Birmingham is outside the busy part of South Staffordshire known as the Black Country, it is really the chief place of trade for the whole of that district.

8. The Black Country gets its name from the black pit-mounds that everywhere show their ugly heads, and from the heavy cloud of smoke that in many places darkens the sky. The Black Country is not all black, however. There are still some pretty, unspoiled bits of country to be seen.

9. Not only has South Staffordshire much iron ore and coal to feed its furnaces, but it has much limestone, which is used to make the iron melt easily. This has made the Black Country one of the busiest and richest parts of England.

10. The towns stand close together, and are joined by a network of railways and canals. The chief towns of the Black Country are Wolverhampton, Walsall, Bilston, Wednesbury, West Bromwich, and Dudley. Dudley has

an old ruined castle which stands high on a wooded hill, looking out on a dreary but very busy land.

11. At Wolverhampton much iron ore is smelted. This is afterwards made into pig, railway, hoop, sheet, rod, and nail iron; also into boiler-plates, and into castings of all kinds. Wolverhampton makes, amongst other things, locks, latches, hinges and bolts, garden tools, axes, vices, anvils, and fire-irons.

12. The other towns in the Black Country make iron-ware like that of Wolverhampton. Walsall also makes the metal parts of saddlery and harness, besides gas-tubes and firearms. At Dudley chain cables, nails, and flint-glass are made; while Wednesbury makes railway carriages, and much of the ironwork needed for railways.

13. If you travel by train through the Black Country at night, you seem to be in a land of fire. Long flames shoot up from the towers of the blast furnaces, the iron-works glow with ruddy light, and here and there the pit-mounds burn with thin blue flames. The thud of steam-hammers, the roar of furnaces, and the hiss of molten iron are to be heard day and night in this "Smithy of the World."



ST. PAUL'S CATHEDRAL.

29. BUSY SOUTH WALES.

1. South Wales has a large coal-field, in which the beds of coal are very thick indeed. Iron and limestone are also found near to the coal.

2. Glamorgan, the most southerly of the Welsh counties, is the most important of them all. The northern part of the county is very hilly. The southern part, called the Vale of Glamorgan, is fairly level, and in it large wheat crops are raised.

3. The chief iron-mining district of South Wales is found around the towns of Merthyr-Tydvil and Aberdare, and in Ebbw Vale. Here tall chimneys rear their heads and pour forth volumes of smoke.

4. At one time the largest iron-works in the world were near Merthyr-Tydvil. Now the ore used in the furnaces of South Wales is chiefly brought from Spain, and the works are being moved to the seaports. In this way the cost of carrying the ore inland is saved.

5. Welsh coal is the best in the world for merchant steamers and men-of-war. It is hard, and burns brightly, giving out great heat. Cardiff, which is the outlet for the richest coal-mines of South Wales, is now the first coal-port in the world.

6. It stands at the head of an inlet, two or three miles from the open waters of the Bristol Channel, and is a well-built town, with many fine streets and public buildings. Cardiff is very proud of her great docks.



CARDIFF CASTLE AND DOCKS.

7. Part of Cardiff Castle was an old Norman fortress, which formed the prison of Robert, Duke of Normandy, the eldest son of William the Conqueror.

8. The western part of the South Wales coal-

field is famous for metal-smelting. Metals are not often dug up in a pure state, but as ores—that is, mixed with other substances which make them impure.

9. When these ores are smelted, or melted down, the metal is separated from the impurities, and is obtained in a pure state. Swansea, an important port of Glamorganshire, has many works in which pure gold, silver, copper, lead, tin, and zinc are obtained from their ores.

10. It stands on Swansea Bay, at the mouth of the river Tawe. The gases given off by the furnaces kill the trees, plants, and grass, so that Swansea is not a beautiful town. It has large docks, and carries on much trade with France and other countries.

11. A few years ago most of the tin plate used in the world was made in South Wales; now much of it is made in the United States of America. Tin plate is made of thin sheets of steel coated with tin. As such tinned iron will not easily rust, it is used for making the cans in which meat and fish are sent to us from abroad.

12. In Milford Haven, South Wales has one of the finest harbours in the world. It runs inland for ten miles, and is safe for ships no matter how the wind may blow.

13. On the south side of the haven stands the old town of Pembroke, and near it is Pembroke Dock, with a Government shipbuilding yard. From the port of Milford, on the other side of the Haven, steamers sail to the Irish ports.

30. SOME PRETTY STREAMS.

1. On the slopes of Plinlimmon, not far from the source of the Severn, rises the river Wye,* which is thought by many people to be the most beautiful of all our streams. It flows through the hilly and well-wooded county of Hereford, which is noted for its apple-orchards and hop-gardens.

2. Hereford, the chief town of the county, stands on a hill beside the Wye. It is a busy market-town, and has a noble cathedral, built more than nine hundred years ago.

3. Below Hereford the Wye begins to show its many beauties. A boat journey down the Wye is a very pleasant trip, and so quickly does the river flow that rowing is easy work.

4. The return journey, however, is very hard to make; so people do not often row against the stream, but put their boats in a cart, and

* For map, see page 113.

send them back by road. A train of donkeys may often be seen on the road taking the boats back in this way.

5. The Wye has a very winding course indeed. No English river winds about so much and makes such great loops in such a short course. At one place the river almost sweeps round in a circle.

6. Many of the small boats used by the fishermen in this part of the Wye are very like the coracles used by the Britons of old. They look something like a very large walnut shell, and are built of wicker-work covered with canvas, which is made waterproof.

7. They are very light, and it is a common but strange sight to see a fisherman come ashore, sling his boat on his back, and walk off towards his home, looking in the distance like a great turtle.

8. Where the Wye is joined by the Monnow stands the old town of Monmouth, in a fertile vale shut in by hills. Henry the Fifth, who beat the French at Agincourt, was born in Monmouth Castle.

9. After leaving Monmouth the Wye again enters a very beautiful glen, and flows past the fine old ruins of Tintern Abbey, which was built nearly eight hundred years ago.

10. Then the valley of the Wye begins to broaden out, and the river rises and falls with the tide. The old town of Chepstow stands on its right bank, and the ruins of its old castle overlook the river. Below Chepstow the river flows into the mouth of the Severn.

11. The Usk also flows into the mouth of the Severn. It rises in the Black Mountains, and winds in a south-easterly direction through beautiful scenery.

12. On its right bank, near the mouth of the river, stands the large town of Newport, which owes its wealth to the rich coal-fields and beds of ironstone found near to the town.

13. Newport has a very good position on the Bristol Channel. Large ships can enter and leave the port at all states of the tide. Its trade is now growing very fast, and many iron and steel works have been built.

14. We have now followed the courses of most of the rivers in England and Wales, except those which flow down the southern slopes to the English Channel.

15. As they are all short, shallow, and of little use for trade, we need not stop to describe them. The Tamar, which rises in the northern part of Cornwall, and runs south to Plymouth Sound, is the largest of them all.



ON THE WYE.

31. FROM LONDON TO BERWICK BY SEA.—I

1. It is a fine August morning, and our steamer lies alongside a wharf on the bank of the Thames, blowing a few short, sharp blasts, to tell everybody within hearing that she is ready to sail.

2. The ropes are thrown off, the screw revolves, and our voyage begins. We have, however, a journey of more than fifty miles before we feel the waves of the North Sea.

3. We already know something of the Thames from London to the Nore. No new sight meets our eyes until we round Shoe-buryness, where our gunners are taught to work the big guns.

4. We now find ourselves skirting the low, flat shores of Essex. The sea has eaten its way into the Essex coast, and made a number of long inlets.

5. Our captain, who has let us join him on the bridge, points out a large steamer which is sailing eastward. She has just come out of the fine harbour of Harwich, which is not far away, and is bound for Holland, or perhaps for Hamburg, the great port of Germany.

6. Harwich harbour is formed by the meeting of two rivers, the Stour and the Orwell.

It is the only port on the east coast which is safe when the fierce gales of the North Sea begin to blow. Ipswich, at the head of the Orwell estuary, is the county town of Suffolk.

7. On the Essex and Suffolk coasts the sea has gained upon the land: towns which stood on the shore three hundred and fifty years ago are now buried beneath the waves. It is said that the sea eats away nearly a square mile of land every year on the east coast of England.

8. On we steam, past the low coasts of Suffolk, and past Lowestoft Ness and the pretty watering-place of Lowestoft, the most easterly town of England. Now we come in sight of Great Yarmouth, which is built on a sandy peninsula between the mouth of the Yare and the sea.

9. At the river-side there are fishing-vessels by the hundred, and fishermen in high boots and oilskin caps are seen in the streets. Between the harbour and the main street are a large number of narrow alleys or "rows," in which the fisher-folk live.

10. The broad sands are crowded with people, and as we sail past on the smooth water of Yarmouth Roads we hear the music of a band playing on the pier.

11. If we were to sail up the Yare as far as its junction with the Wensum, we should be near the old cathedral town of Norwich. At one time Norwich was the largest worsted manufacturing town in England. The worsted trade has gone, but the town still makes crape. It is also noted for its great mustard factory. Norwich is the usual starting-place for a trip on the "Broads."

12. Leaving Yarmouth, we soon change our course to the north-west, and do not sight land until we come near the mouth of the Humber.

13. As we forge ahead we meet little steamers bound for the fishing-ports of Grimsby and Yarmouth. They are hurrying to these places to get rid of their cargoes of herring, cod, and other fish which have been got from the fishing-boats on the Dogger Bank, ninety miles east of the Yorkshire coast.

14. We continue to sail northward, and soon we see on our left hand Bridlington Bay, sheltered by the bold, nose-like headland of Flamborough Head. Bridlington Bay is the only harbour between Harwich and the mouth of the Forth which is safe for ships during northerly gales.

32. FROM LONDON TO BERWICK BY SEA.—II.

1. Flamborough Head is so called because in early times a beacon was built on it. We gaze through our field-glasses in wonder at the steep cliffs against which the North Sea breaks in white sheets of foam.

2. Next we come in sight of Scarborough, the queen of watering-places. A bold head-land, with a ruined castle on its top, juts out into the sea, and forms two beautiful bays. The town is built on both sides of this head-land.

3. It is a very pretty place; its sands are hard and clean; its climate is bracing. In summer-time the place is crowded with happy holiday-makers.

4. Whitby, twenty miles to the northward, is also a pretty seaside resort. It has many fishing-boats, and in the town brooches, necklaces, and other things are made of jet. This hard, black substance is dug up in the neighbourhood.

5. An hour after passing Whitby we reach the mouth of the Tees, and see by the smoke of many chimneys that we are near a large and busy town.

6. This is Middlesborough, famous for its



FROM FLAMBOROUGH HEAD TO BERWICK.

collieries and iron-works. Middlesborough has grown very quickly. In 1831 it was a little village; now it is a great and thriving town.

7. On the north side of the mouth of the Tees we see the busy port of West Hartlepool. In a short time we find ourselves near Sunderland, at the mouth of the Wear.

8. Sunderland is Newcastle on a small scale—a place where many things are made, and much shipbuilding is carried on. Like Newcastle, it exports much coal.

9. Higher up the river stands the old city of Durham, with its beautiful cathedral and its university. The castle and the cathedral are built on a steep hill, round which the river flows. There are beautiful views from the top of the hill, and pleasant walks by the side of the river.

10. Durham has mustard, carpet, and iron works, and near the town are many coal-mines and coke-ovens. The Durham coal-field is one of the richest in the whole country.

11. It is not long before we are tossing off the mouth of the Tyne, watching the ships steaming in for their cargoes of “black diamonds.” Our course is still northward, and we keep the rocky Northumberland coast in sight.

12. On we sail, and come to the rocky group of the Farne Islands, on which only sea-birds and lighthouse-keepers live. At once we call to mind how that brave girl, Grace Darling, helped to save nine persons from the wreck of the *Forfarshire*, which drove on the rocks in the year 1838.

13. On the cliffs in sight of the lonely islands and the wild sea where her noble deed was done, a beautiful monument has been set up to remind us of her bravery.

14. Soon we pass Holy Island, and sight the old Border town of Berwick, at the mouth of the Tweed. Berwick, being north of the Border, is a Scottish town, but it has belonged to England since 1452.

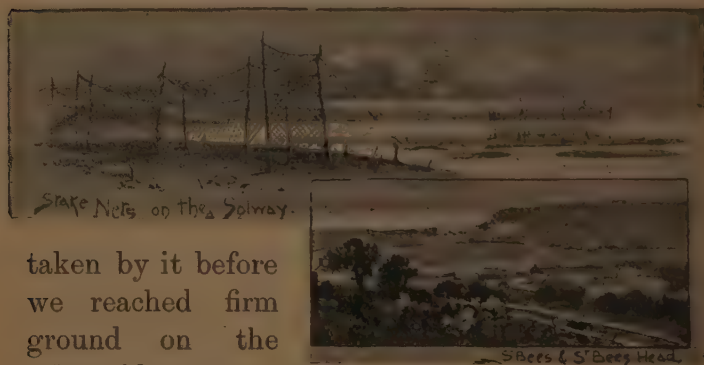
15. There are walls round the town, but not so many old buildings as one would expect from a place which has had so long a history. At Berwick, the Royal Border Bridge, 730 yards long, crosses the Tweed on twenty-eight arches.

33. FROM THE SOLWAY TO THE MERSEY.

1. We are now to make a voyage from the Solway Firth, which partly separates England from Scotland, to Land's End. As we sail out

of the firth, we see the wide stretches of sand that appear there at ebb tide.

2. In some places the bed of the firth is then left quite dry, and we could cross the Solway from England to Scotland on foot. There would, however, be great risk in doing this ; for the tide rushes in at the rate of eight or ten miles an hour, and we should perhaps be over-



taken by it before we reached firm ground on the other side.

3. Several miles from the mouth of the Eden, which flows into the Solway Firth, is the old Border town of Carlisle. It has been an important place from early times, and contains a cathedral, a castle, and a great railway station.

4. Leaving the Solway Firth, and following the Cumberland shore, we pass the growing town of Silloth, and the coal-ports of Mary-



PORTSMOUTH HARBOUR.

port and Workington. Near to the great cliff of St. Bee's Head, which stretches out for a mile into the sea, is Whitehaven, the chief port of Cumberland, and the largest town in a busy coal and iron district.

5. Still following the coast, we come to that outlying part of Lancashire known as Furness. The southern portion of it, which juts into Morecambe Bay, contains several large, busy towns.

6. Barrow-in-Furness, the most important of these, is the chief port between Liverpool and Glasgow. Fifty years ago it was little more than a fishing village. Like Middlesborough, and for the same reason, Barrow has risen rapidly to be a large and busy town.

7. Very good iron ore is found in its neighbourhood, and is worked into iron and steel at Ulverston as well as at Barrow. The sandy island of Walney lies opposite the latter town.

8. The long Lancashire coast stretches before us; but we shall find that it has very few good harbours. Morecambe Bay, into which runs the river Lune, is full of sandbanks at low water, and large ships cannot enter it. Not far from the mouth of the Lune stands the Roman town of Lancaster, with a fine old castle standing on a hill.

9. The Lune is so full of sandbanks that large vessels cannot reach the town. New docks are now being made near the mouth of the river. A few miles from Lancaster is Morecambe, a well-known watering-place, which is crowded with visitors during the summer months.



LANCASTER CASTLE

10. On the southern shore of Morecambe Bay is the port of Fleetwood, from which ships sail to the Isle of Man and Ireland. Between Fleetwood and the mouth of the Ribble is the seaside town of Blackpool, to which thousands of Lancashire mill-hands go to spend their holidays. We can just see its Eiffel Tower as we pass.

11. Crossing the broad mouth of the Ribble, we sight Southport, a pretty town, with miles of sand between it and the sea. We sail along the low sandy coast, and find ourselves off the mouth of the Mersey.

34. FROM THE MERSEY TO LAND'S END.

1. Presently we see a gay steamer, with the three legs of Man in gold paint on her paddle-boxes. She is bound for Douglas, the chief town of the Isle of Man, which lies some eighty miles to the north-west of Liverpool. Steamers also sail from Liverpool to Ramsey, a beautiful watering-place on the north-east coast of the island.

2. The little Manx island is crowded with holiday-makers during the summer months. Thousands of people every year visit its lovely glens, its beautiful shores, and its fine hills.

3. A chain of mountains, with Snaefell as its highest point, runs from north-east to south-west. The Manx people are chiefly fishermen, farmers, and lodging-house keepers.

4. In early times the island was settled by Norse pirates, and to this day the people are more like those of Norway than those of

England. Two hundred years ago the island was the haunt of smugglers. It has a parliament of its own, known as the House of Keys.

5. In time we come in sight of the large, bare island of Anglesey. We find the coasts high and rocky, with huge caves, where many sea-birds live.



6. Off the west coast we see the North Stack Lighthouse, and soon enter Holyhead Harbour. The harbour is protected by a solid wall of stone, which rises to nearly forty feet above high-water mark.

7. The town of Holyhead is built on Holy

Island, which is now joined to Anglesey. Holyhead is the port for the mail-packet steamers to Dublin, the capital of Ireland, which lies sixty-four miles to the west. The steamer that we now see leaving the harbour will be at Kingston, near Dublin, in about four hours.

8. Soon after leaving the harbour we pass the South Stack, a huge rock swarming with sea-birds. There is a lighthouse on the rock, and its light may be seen twenty miles away.



9. We now come in sight of the headland of Bardsey Point, in which the Snowdon range comes to an end. Then steering to the south-east, we cross Cardigan Bay, and skirt the rugged shores of Cardiganshire.

10. As we sail along the coast, we see the watering-place of Aberystwith and the towers of its fine college. During summer Aberystwith is full of visitors, chiefly from the Midlands. A railway now joins the town to Birmingham.

11. We find the Pembrokeshire coast fringed with cruel rocks and many craggy islets. Crossing St. Bride's Bay we reach Milford Haven, which we have already visited.

12. We sail into Carmarthen Bay, and call at the pretty seaside town of Tenby. Then we sail eastward up the Bristol Channel, and come to the port of Bristol.

35. THE WEST OF ENGLAND.

1. A part of Gloucestershire and the north coasts of Somerset and Devon form the southern shore of the Bristol Channel. This part of the west of England has a history that goes back to the time of Alfred the Great.

2. It contains many beautiful spots which are much visited during summer, such as the Cotswold, Mendip, and Quantock Hills. The rugged district of Exmoor, with its peak of Dunkerry Beacon, lies but a little to the west.

3. Along the coast, narrow valleys, overgrown with ferns and trees, stretch far inland. The cliffs fronting the Atlantic are rugged and steep, and here and there in their hollows are pretty fishing-villages and seaside places, which are much visited during the summer months.

4. The most important place in the district is the city of Bristol, which stands on the right bank of the Avon, a few miles above its mouth. Bristol became rich and famous six hundred

years ago, and in those days it had thick walls and strong towers.

5. Now, it is the eighth largest town in the country; but when America was discovered, Bristol was the second seaport in the kingdom. At that time Liverpool, Manchester, Birmingham, and other large towns were little more than villages.

6. Bristol is the great port for trade with Canada, from which she imports large quantities of grain and provisions. Her tobacco trade is the largest in the world.

7. Splendid new docks are soon to be built at the mouth of the Avon, so that the largest vessels can load and unload their cargoes at any state of the tide. When these docks are opened, Bristol will no doubt regain much of its former greatness as a seaport. By means of the Great Western Railway it is within easy reach of London.

8. West of the town is Clifton, once a watering-place, but now part of Bristol. It has a bridge, slung on chains, which crosses the Avon 245 feet above high water. From one end of the bridge to the other is a distance of nearly seven hundred feet. Clifton has also an important public school.

9. A few miles from Bristol, and also on



BRISTOL AND THE NEIGHBOURHOOD.

the Avon, is Bath, one of the oldest towns in England. It has hot and salt springs, which were well known to the Romans.

10. Many Roman remains have been found in the city and neighbourhood—one of them a large Roman bath, which was filled by the waters of the warm spring. This bath is still



ROMAN BATHS AT BATH.

in use, and people may bathe where the Romans bathed nineteen hundred years ago.

11. Two hundred years ago rich people flocked from all parts of the country to Bath, which was then the gayest place in England. It has still a beautiful park and many open spaces, but its glory has departed. Bath has no works or factories, but it has given its

name to a bun, to a wheeled chair, and to bricks for cleaning metal.

12. Wells stands on the slopes of the Mendip Hills, and is the centre of a very rich farming district. The cathedral is one of the finest in England, and is more than five hundred years old. Cheddar, also on the slopes of the Mendips, is famous for its cheese.

13. In the south-west of Somersetshire, on the Tone, is the pleasant town of Taunton, which has many an old tale to tell us. Between Taunton and the port of Bridgwater is Sedgemoor, where the last battle in England took place in 1685.

14. Not far from Taunton is Athelney, or "the isle of nobles." At one time this tract of land was a marshy island surrounded by rivers. It was in a shepherd's hut on this island of Athelney that King Alfred, so the story goes, let the cakes burn.

15. When the Somerset housewife saw what had happened, she cried :—

"Cas'n thee mind the ca-akes, man, and doossen zee 'em burn?

I'm bound thee's eat 'em vast enough, zo soon as 'tis thee turn."

These lines will give you some idea of how the "Zummerset" folk speak even now.

36. ROUND ABOUT LAND'S END.

1. The most southerly point on the English coast is "the Lizard," in West Cornwall. Because this part of England is the nearest to Spain, it has been made the starting-point for an electric cable to that country. Through this cable, which lies on the sea-floor of the English Channel and the Bay of Biscay, thousands of messages are sent every week.

2. Cornwall is a county of bare hills and rugged rocks, of mighty cliffs and headlands, of sheltered bays and sandy coves. Tin was mined in Cornwall two thousand years ago, and even now the county is rich in metals, such as silver, copper, lead, and zinc.

3. The cliffs near the Lizard Head are very wild and grand. There is a fine double lighthouse on the Lizard. In its two towers, each nearly two hundred feet high, are powerful electric lamps, which warn the sailor of the cruel rocks which lie near it.

4. In foggy weather, when the lights cannot be seen, a fog-horn, blown by steam, gives out a dreadful screech of warning. In spite of both lighthouse and fog-horn, many gallant ships have been wrecked in these rock-strewn waters.

5. Between Lizard Point and Land's End is a large opening, called Mount's Bay. It is so named because a rugged island, called St. Michael's Mount, lifts itself out of the water near the head of the bay. On the top of the island there is a fine castle.

6. At low tide the island can be reached on



ROUND ABOUT LAND'S END.

foot from the mainland, and a pathway leads from the tiny village by the water side up to the castle.

7. At the head of Mount's Bay is Penzance, which has a very mild climate. Many people who cannot bear the cold weather of the north spend their winters in the town.

8. Penzance has large numbers of boats which fish for pilchards and mackerel. The pilchard is a fish very like a herring, and it appears in shoals during the months of July, August, October, and November off the coasts of Cornwall and Devon.

9. Watchmen on the cliffs keep a bright look-out for the coming of the fish. With a shout of "Hev-ah, hev-ah, hev-ah!" they rouse the fishermen, who at once hurry to their boats.

10. The fish are taken in a net sometimes hundreds of yards long. A rope fastened to one end of this net is wound round a capstan on the shore. Then the boat is rowed out in a semicircle round the shoal, and as it moves along the net is cast. When the net is all out, the boat comes ashore with a rope from the other end of the net. This, too, is fastened to a capstan, and the net is drawn in near to the shore.

11. If the catch has been a good one, there are so many pilchards caught in the net that the fishermen are busy for several days in taking them out. The fish are then salted, and sent abroad to those countries where the people eat fish instead of meat on Fridays.

37. FROM LAND'S END TO THE ISLE OF WIGHT.

1. Land's End, the most westerly point in England, has huge cliffs carved into all sorts of strange shapes by the sea. A mile from Land's End is the Longships Lighthouse, about which the waves beat themselves into a white froth of foam. Stretching westward from Land's End are the Scilly Islands, which grow many of the flowers which are sold in our markets.

2. A summer voyage along the coast, from Land's End to the Isle of Wight, is very pleasant. Starting from Penzance, and rounding the Lizard, we soon reach the port and watering-place of Falmouth. In a lovely valley, twelve miles from Falmouth, is Truro, the cathedral city of Cornwall.

3. Leaving Falmouth Bay, we steer for Plymouth Sound, and away on our right we see the Eddystone Lighthouse lifting itself high above the rocks on which it is built.

4. Then we enter Plymouth Sound, one of the most famous roadsteads in the world. A great sea-wall, one mile long, keeps out the rough waves of the Channel, and forms a place of safety for ships in bad weather.

5. Plymouth, with its sister towns of Stonehouse and Devonport, stands on the tongue of



land between the mouths of the Plym and Tamar. Fronting the sea is Plymouth Hoe, with its grassy slopes and its pier.

6. It was on Plymouth Hoe that Francis Drake and the other great captains are said to have played their game of bowls while the ships of the Spanish Armada drew near to the shores of England. A statue of this old sea-dog now stands on the Hoe.

7. Not far away is the upper part of the old Eddystone Lighthouse, which was taken down when the rocks beneath it became too much worn by the sea to bear its weight. The old lighthouse was set up on the Hoe in memory of its builder, John Smeaton.

8. Plymouth has many forts with powerful guns. It has a great dockyard, where men-of-

war are built, and is the first and last port of call for steamers sailing to the East.

9. Saying good-bye to Plymouth, we round Start Point, and pass the mouth of the lovely little river Dart. Soon we reach Torquay, which has been called the prettiest place in the prettiest county of England.

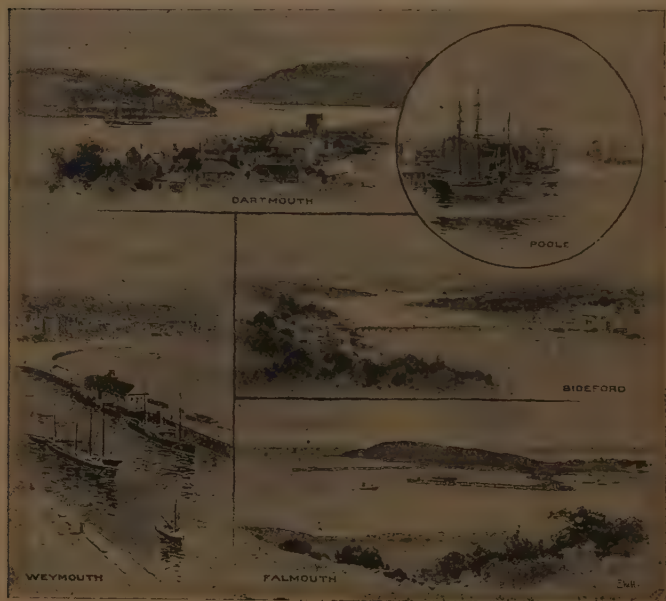
10. It is a watering-place, built on the slopes of many hills, from which we may obtain a fine sea view. Its climate is very mild, and for this reason many delicate people live there.

11. Sailing eastward from Torquay, we reach the most southerly part of Dorsetshire, which is known as the Isle of Portland. Really it is not an island at all, but a peninsula, for it is joined to the mainland by a beach.

12. This beach, which is known as Chesil Bank, is one of the strangest sights to be seen on our shores. It is covered with pebbles, which get smaller in size as we go from the isle to the mainland. The currents and gales tear up the stones from the bottom of the sea and pile them up along the coast.

13. The Isle of Portland is high, barren, and almost treeless. It is a mass of limestone, and from its quarries the stone used in many of the London buildings has been taken. St. Paul's Cathedral was built of Portland stone.

14. Some of the workers in the quarries are prisoners, who are shut up at night in a great prison on the isle. Thirty years ago they built a breakwater, which turned the open water between the isle and the Dorsetshire coast into a fine harbour of refuge.



SOME OLD SEAPORTS.

15. This breakwater is the largest work of the kind in the world. Not far from the breakwater is the harbour of Weymouth, from which steamers sail to the Channel Islands.

38. THE CHANNEL ISLANDS.

1. If we were to sail to the southward from Weymouth, we should come to a group of islands lying near to the coast of that part of North France known as Normandy. These islands belong to us, and are known as the Channel Islands.

2. A thoughtful boy or girl looking at the map will wonder why these islands, which are close to the coast of France, belong to the country on the other side of the English Channel. To discover the reason, we must turn to the pages of history.

3. William the First, who became King of England in the year 1066, and conquered our land, was Duke of Normandy, and lord of these islands. William ruled both in England and in France, and so did the kings who followed him down to the days of King John.

4. In his reign Normandy was lost; but the islands, though attacked by the French, never really fell into their hands, but have remained in ours ever since. Most of the people of the islands even now speak a kind of French.

5. All these islands taken together are about half the size of the smallest English county. Jersey is the largest of them, but it is only

about twelve miles long. Though the islands are small, the soil is very fertile, and there is beautiful rock scenery on their coasts.

6. The Channel Islands are famous for their farms, which are little larger than market gardens, and are most carefully tilled. So mild is



THE ROCKY COAST OF THE CHANNEL ISLANDS.

the climate that potatoes and other vegetables ripen long before they do in England.

7. On Jersey and the other islands there are acres of glass frames and greenhouses, in which are grown early potatoes, tomatoes, grapes, and fruit. Weymouth is ninety miles away, and

Southampton one hundred and fifty. To these ports steamers run every day with passengers and the products of the islands.

8. St. Heliers, in Jersey, is the capital of the group. It is a pleasant town, with a good harbour. During summer it is crowded with visitors, who enjoy the beautiful weather, the fine sea-bathing, and the lovely drives which the island affords.

9. Jersey and Alderney give their names to two fine breeds of cattle, which grow very sleek and fat on their rich pastures. The cows are not allowed to roam about and feed at will, but are fastened by a rope to a stake, and forced to graze one patch thoroughly before they are moved on to another.

10. A giant cabbage plant grows on the islands, and sometimes reaches a height of from eight to ten feet. From its stalks walking-sticks are made, and even spars for the thatched roofs of the cottages.

11. It is not always easy to sail from one island of the group to another, for the currents are very rapid, and there are many sharp, jagged rocks lying in wait for ships. Guernsey, the second largest island, lies to the north-west of Jersey, and, besides its farm produce, exports granite for paving stones.



39. "THE GARDEN OF ENGLAND."

1. Returning to Weymouth, we sail eastward, pass St. Alban's Head, and coast northward to the pretty bay known as Poole Harbour. On the east side of the bay is the seaside town of Bournemouth, standing in a beautiful pine-clad valley.

2. Soon we come in sight of the large and beautiful Isle of Wight, known as the "Garden of England." We first see the strange group of rocks known as the Needles. They are masses of white chalk rock, which were once joined together, but have been worn into jagged islets by the sea, the wind, and the rain.

3. Between the Isle of Wight and the mainland are two fine arms of the sea; that on the east is called Spithead, and that on the west the Solent. Both these arms lead up to another, which runs far inland, and is called Southampton Water.

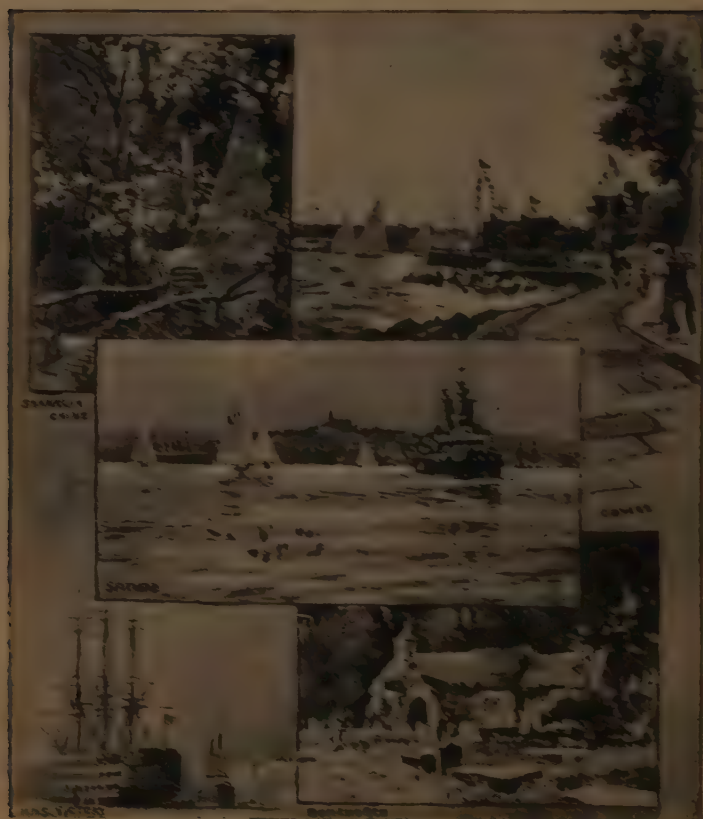
4. As we sail through the Solent we see on our left the New Forest. Thirteen years after the battle of Hastings, William the First drove away the people who lived in this part of the country, planted oak and beech trees, and made it a great hunting-ground.

5. Most boys and girls know that two of his sons, Richard and William Rufus, were killed while hunting in the forest. A stone now stands near the spot where the Red King fell.

6. Spithead and the Solent are busy all the year round, and on no part of the coast are there so many different kinds of ships to be seen. Great battleships, swift liners, black torpedo boats, and beautiful yachts come and go one after the other.

7. The men-of-war are bound for Portsmouth, which may be called the watch-dog of London on the south coast. The place has so many strong forts that no enemy could capture it. Many soldiers are to be seen in the town, and there are large dockyards and stores of guns, shot, and shell.

8. On the waters of Portsmouth Harbour is Nelson's old flagship, the *Victory*, on which he died, after beating the French and Spanish at the battle of Trafalgar, in October 1805. Great care is taken of this ship, and many people visit



THE ISLE OF WIGHT AND SPITHEAD.

it. The admiral commanding the ships at Portsmouth always flies his flag on this grand old vessel.

9. The liners are all bound for the port of Southampton, which stands at the head of

Southampton Water. Steamers run from Southampton to South Africa and to New York. During the Boer War many of our troopships sailed from Southampton. It has also a large trade with the West Indies and with South America.

10. Higher up, on the little river Itchen, stands the city of Winchester, one of the oldest places in England, and once upon a time its capital. The chief buildings in the quiet little town are the cathedral and the college.

11. The beautiful yachts no doubt belong to Cowes, in the north-east corner of the Isle of Wight. At this gay little town many yachts are to be found every August, when sailing matches are held in the Solent. Not far from Cowes is Osborne House, where Queen Victoria used to spend part of every year.

12. The Isle of Wight has fine, breezy downs, and its climate is very mild. Many delicate people spend the winter on its south side, at Ventnor and other places, which are sheltered from the north winds by the chalk hills.

13. In this part of the island the streams flowing to the English Channel have worn out narrow valleys through the soft rock. These “chines,” as they are called, are full of mosses, ferns, and trees, and are very beautiful.

40. SOUTH-EASTERN ENGLAND.

1. We now come to the south-eastern counties—Kent, Surrey, and Sussex. In the past, when our kings were fond of fighting with France, these counties were very important, and in war-time their ports were crowded with ships and soldiers. Now, however, they are quiet farming counties.

2. Kent is famous for its gardens, orchards, and hop-grounds. The hop, which is a climbing plant, grows to a height of from eight to ten feet, and is planted in rows. Long rods are thrust into the ground, and on these the plants are trained.

3. The fruit when ripe is carefully picked and dried, and is used in brewing beer. The hops must be gathered in September, and during this month thousands of poor Londoners are brought into Kent to gather the crop.

4. When the weather is fine “hopping” is very pleasant, and is really a kind of holiday to those who live for the greater part of their lives in the crowded city. During the season the hoppers make their homes in barns and huts, or sometimes camp out in tents.

5. There are many cities and towns in the south-eastern counties, but they are not so



LONDON BY THE SEA.

crowded or so busy as those in the north of England.

6. All the coast towns--such as Margate, Ramsgate, Dover, Hastings, Eastbourne, and

Brighton—are much visited in summer time, chiefly by Londoners. Brighton is the largest of these towns. Its beautiful sea-front is gay with visitors all the year round.

7. Near Hastings, which is now a pleasant watering-place, the battle was fought in which the English were overcome, and a Norman king won the crown of England.

8. Four or five miles off the east coast of Kent are the Goodwin Sands, on which many a gallant ship has grounded and been wrecked. Between the sands and the land is the smooth water known as the Downs.

9. In rough weather the Downs are crowded with small ships waiting for the storm to blow over. Three lightships flash out their warning at night, and during fogs a bell is kept ringing.

10. Dover is the nearest English town to France, to which it is joined by a cable under the sea, and a number of swift steamers which sail three or four times a day. The town lies between two heights, on one of which is a fine old castle. The other height is known as Shakespeare's Cliff.

11. At Canterbury, which lies to the north-west of Dover, on the little river Stour, St. Augustine preached his first sermon to the English, more than thirteen hundred years ago.

12. The king became a Christian, and St. Augustine was the first of a long line of archbishops of Canterbury. The Archbishop of Canterbury is the chief clergyman of England, and takes rank after the members of the royal family.

13. The grand old cathedral was begun in 1070, and was finished sixty years later. Arch-



CANTERBURY CATHEDRAL.

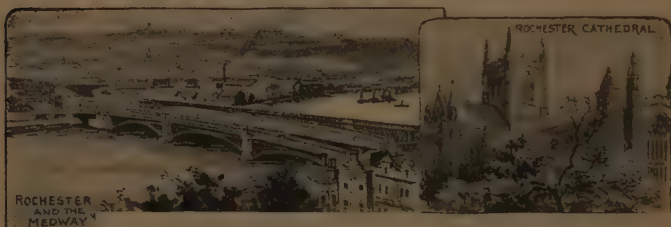
bishop Becket was murdered in it by a band of knights on the evening of December 29, 1170. For many years after Becket's death bands of pilgrims from all parts of the country used to visit the cathedral to pray at the tomb of the murdered archbishop.

14. A number of important towns stand on

the Medway, which crosses the Chalk Downs, and by means of a broad and deep estuary flows into the mouth of the Thames.

15. Maidstone, the county town of Kent, stands in the middle of the Medway valley, and is noted for its paper-mills and its hop trade. To the south-west of Maidstone is Tunbridge Wells, which was once a well-known inland watering-place.

16. Chatham, near the mouth of the river, is a busy place, with dockyards and store-



houses in which thousands of men find work. At Chatham battleships are built and fitted out for the British navy.

17. Close to Chatham, on the west, is the cathedral city of Rochester, which has the ruins of a castle. Sheerness, standing on the north-west corner of the Isle of Sheppey, is also a royal dockyard, and a seaport with strong forts.

41. OUR RAILWAYS.

1. You and I are so accustomed to railways, that we can scarcely picture to ourselves a time when there were none. Yet, sixty years ago, coaching was almost the only way of getting quickly from place to place. You may be sure that people did not travel much in those days. Most persons stayed all their lives in the towns and villages in which they were born.

2. About the year 1814 a poor but thoughtful man, in a village of Northumberland, made an engine which would move along rails, and draw wagons after it. This man was George Stephenson, of whom you have already read. When people saw what his engine could do, they began to understand that the day of coaches was over.

3. Then they began to make railways. The first line for carrying passengers as well as goods was the Stockton and Darlington Railway, which was made by Stephenson. When this line was opened, in September 1825, he himself drove the first engine. If ever you visit Darlington Station, you will see his engine, the *Rocket*.

4. The next line which George Stephenson made was that between Manchester and Liverpool. It was not an easy thing to do, for the

line had to cross four miles of swampy ground, called Chat Moss.

5. This ground was so soft that cattle could not walk on it. It is said that if a piece of iron were thrown down on the moss it sank quickly out of sight.

6. Tens of thousands of hurdles were thrown in, as well as many thousands of tons of peat. For a while the swamp seemed like a greedy monster that would swallow up everything given to it.

7. Sometimes at the end of a month's hard labour the engineers found that the land on which the line was to be made had sunk lower than when they began.

8. This was enough to make them lose all hope; but they worked on, and in the end made the strip of solid ground on which the railway stands to-day.

9. Other railways were now begun. Sometimes the railway cuttings had to be made for miles through solid rock; in other places great banks of earth, from fifty to a hundred feet high, were needed; elsewhere valleys had to be crossed by bridges. Hard as it was to do these things, nothing could stop the iron horse once its race had begun.

10. The British Isles are now covered by a

network of railway lines. There are long main lines—such as the Great Northern, Midland, Great Central, London and North-Western, Great Western, South-Western, South-Eastern, London, Chatham, and Dover, and Great East-



SIXTY MILES AN HOUR.

ern—and a large number of branch lines joined to them. If we study a railway map, we shall soon learn to follow the main lines of each of the great railway companies.

11. Altogether, our railway lines are so long that if they were placed end on end they would

nearly go round the earth. But still we are not satisfied. In places some distance away from the railway, tramways or light railways are now made, so that cattle, fruit, butter, cheese, and eggs may be carried from the farms to the main lines, and then to the large towns.

12. Electric railways are also coming into use. They are cleaner than steam-engines, for they do not give out smoke. Many of our cabs and omnibuses, as well as wagons for the carrying of goods, are now being driven by electricity, which will some day take the place of steam altogether.

13. It may be that before long the two lines on which our trains now run will give place to one. This will enable trains to be run much faster than now. Many of the children who read this book may live to see railway trains running at a speed of one hundred miles an hour.

42. OUR MINES AND MINERALS.

1. Next to the United States of America, Great Britain is the chief mining country in the world. As we already know, beneath her soil are vast stores of the two most useful of all minerals—coal and iron.

2. About one-tenth of all Great Britain is said to have coal under its soil. Coals are our "black diamonds," for we raise one hundred and twenty million pounds' worth of them every year.

3. Farmers in our country cannot grow sufficient food to feed all the British people, but our colliers can raise from our pits far more coal than we need for our furnaces and steam-engines. More coal is shipped from England to foreign countries than from any other country on the globe.

4. Next to those of the United States, our collieries are the largest in the world, and we owe much of our wealth and power to them. They enable us to make engines cheaply, and at the same time to keep huge fleets of steamships, without having to go abroad for the coal which they need.

5. If we draw a line on the map from Start Point on the English Channel to the Wash on the east coast, we shall find all our coal-pits—and, indeed, all our minerals—to the north and west of that line. There is coal in certain places south of this line, as, for instance, in Kent, but as yet it is not worked.

6. Certain parts of the country which have much coal beneath the soil are called coal-fields.



THE COAL DISTRICTS OF ENGLAND.

The chief English coal-fields are six in number. The richest coal-field of all is that of Northumberland and Durham.

7. The Yorkshire and Derbyshire coal-field stretches from Leeds to Derby, and the South Lancashire coal-field lies between the Ribble and the Mersey. The "Potteries," in the north



THE IRON DISTRICTS OF ENGLAND.

of the county, and the "Black Country," in the south, stand upon the Staffordshire coal-field.

8. The South Wales coal-field, which lies between Pontypool and St. Bride's Bay, comes second to the Durham coal-field in the quantity of coal raised. The other coal-field is the small one near Bristol.

9. Much iron is made in the coal-fields of Yorkshire and Staffordshire, and in South Wales. The iron ore is found near to the coal which is used to smelt it. The cost of carrying the one to the other is small, and therefore we can smelt the iron cheaply. Very good iron ore is also found in the Cleveland district of North Yorkshire, and is smelted at Middlesborough.

10. Red iron ore is mined in the Furness district of Lancashire, and is manufactured at Barrow-in-Furness. The value of the iron mined in this country is about a sixth of the value of the coal.

11. Lead and zinc are found in Cumberland and Westmorland, in Durham and Yorkshire, and in Wales. At one time there were many copper-mines in Cornwall, but the mines are now nearly all closed, owing to the low price at which the metal can be obtained from Spain and South America.

12. Tin, as in the days of the earliest traders to our islands, is still mined in Cornwall and Devon. In earlier lessons we have read of the salt of Cheshire, the building-stone of the Isle of Portland, and the slate of North Wales.

43. OUR BREAD.

1. In the last lesson we said that England and Wales did not grow enough food for their thirty-two and a half million people, but had to buy much of it abroad. This has been the case now for more than a hundred years.

2. Before the year 1780, England sold wheat to her neighbours ; now she has to buy no less than £50,000,000 worth of flour and grain every year. If the season is a bad one, we raise only enough food to last for four months ; and even when the crops are good, for not more than six months of the year.

3. Besides our heavy flour and wheat bill, we have to pay some £40,000,000 a year for the meat, butter, cheese, and eggs which we buy abroad.

4. Grain is grown on about one-eighth of the land of Great Britain. Although British corn land is among the richest and best in the world, wheat-growing in the United Kingdom has fallen off very much during late years.

5. This is because the farmers of Canada, the United States, South America, and Russia can grow their wheat and send it to us at a cheaper rate than our farmers can grow it at home. The British farmer has, therefore, sown less wheat

than he formerly did, and has planted green crops and reared cattle instead.

6. The vast wheat-fields from which we now get our bread lie across the sea, and wheat must be brought to our shores in ships. For this reason we keep up the largest navy in the world. Our men-of-war are the policemen of the high seas, and they take care that our merchant ships come and go without being molested.

7. If we had no strong navy, and war broke out, we should run the risk of being starved to death. Our enemies would perhaps be able to seize our merchant ships on their way to this country, and there would be no wheat for our mills, and no bread for our tables. That is why "Britannia rules the waves." When Britannia ceases to rule the waves, this country will be as weak and powerless as she is now strong and powerful.

8. There is a large amount of land in our islands which grows nothing at all for food. About one-sixth of the country is moorland, or heath, or covered with bogs.

9. Every yard of this land which can be drained and tilled is so much gained. During the last twenty-five years something like two million acres have been drained and turned into useful farming land.

10. The forests of England have been almost destroyed in past times; but many of the land-owners are now planting pines and other trees, to take the place of those which were cut down years ago.

11. Forests are very important. They keep the climate moist by causing rain, and at the same time the trees do much to keep the air pure.

44. OUR FARMS AND FARMERS.

1. The farmers of the United Kingdom are very skilful, and they take great pains to make the soil yield good crops.

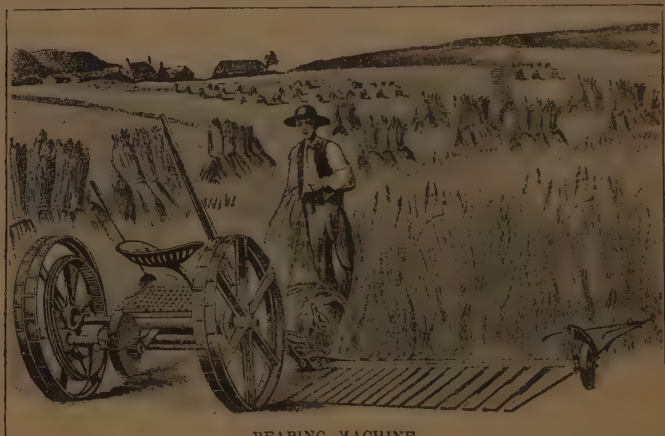
2. Fifty years ago, most of the work on farms was done by hand; now, on large farms machines are used to plough, reap, mow, spread, and thresh. Even the cream is collected and the butter made by the aid of wheels and cranks.

3. The grain plants grown in our island are wheat, oats, barley, and rye. The turnip, man-gold, potato, and beet form the chief root crops, while peas and beans are sown in large quantities.

4. In Lincolnshire the farmers grow early potatoes for the London markets. Kent, as we have already heard, is famous for its hop-gardens and its orchards. Strawberries and

other fruits for making jam are grown in the south and middle of England.

5. No country has better horses, cows, sheep, or pigs than England and Scotland. In the Midlands of England fine draught horses are reared; Yorkshire is noted for its riding and driving horses; while English race-horses are famed all the world over.



REAPING MACHINE.

6. No better horned cattle are to be seen than those of our islands. We have only to visit our cattle shows to see what splendid cows our farmers can rear. The Devon, Hereford, and Suffolk breeds are very famous.

7. Sheep are also carefully reared. The Leicester breed produces long wool and good mutton. Those of the South Downs and the

Cheviots are short-wooled, but the wool is very fine.

8. The pig, too, must not be forgotten. We have to import hams and bacon from Canada and the United States; but Yorkshire hams and Wiltshire and Berkshire bacon are quite as good as the best that come from abroad.



STEAM THRASHING MILL.

9. England has several good breeds of fowls, such as dorkings, which are noted for their size. Buckinghamshire is famous for ducks, and Lincolnshire for geese, while turkeys are reared in Norfolk and Suffolk. These counties are very busy just before Christmas time, as they have then to send tens of thousands of these birds to London and other large towns.



SOME OF THE THINGS WE GET FROM OTHER COUNTRIES.

45. OUR TRADE.

1. Few countries in the world are so crowded as our own; and in Europe, Belgium alone has more people to the square mile.

2. All these people have to be fed; but, as we already know, our farmers do not grow nearly enough wheat to make bread for such a number. We have to buy wheat from those countries which produce too much for their own needs.

3. In return, we send them some of the things which we make, but do not require for ourselves. This giving of goods and taking of others in return we call commerce or trade.

4. The chief countries which grow more than they need, and from which we import large quantities of wheat, are the United States, Russia, Argentina, India, Australasia, and Canada. Besides wheat, we get other kinds of food from abroad—such as bacon and hams, beef and mutton, butter and cheese, tea and coffee, cocoa, sugar, rice, eggs, and many other things.

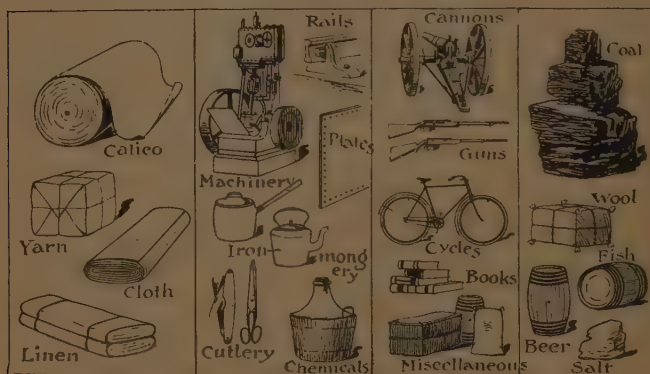
5. In a single year we get from other lands as many eggs as would give every man, woman, and child in the British Isles about three dozen each. It seems a pity that we have to buy all these eggs from other people, when most of them might be produced at home.

6. It is quite different, however, in the case of many things which we get from foreign lands. We need a vast amount of cotton for the Lancashire looms; but the cotton can only be grown in a warmer climate than ours. Neither can we grow such fruits as currants, raisins, oranges, and lemons on our islands.

7. In return for the raw materials which come from abroad, we export cotton and woollen goods, cotton and woollen yarns, and linen. We also send to other countries metals of all kinds, in plates, bars, rods, and wire, hardware and cutlery, machinery, coal, and chemicals. A

large amount of ready-made clothing is also sent out to our colonies.

8. In order to carry our goods to other nations, and to bring theirs back in exchange, we need ships. No other nation has so many ships as the British; for we not only carry on a very large trade with foreign countries on our own account, but we act as carriers for other nations



SOME OF THE THINGS WE SEND TO OTHER COUNTRIES.

which do not build or own enough ships for their needs.

9. British vessels trade with every country in the world that can be reached by sea. We buy and sell with the savages of the Pacific, with the negroes of Africa, with the dark people of India, and indeed with all the nations of the world.

10. When the goods from abroad reach British ports, they have to be sent to different parts of the country. This is done with ease, for a network of railways and canals covers the country and joins one town with another. Thousands of people are hard at work in carrying goods from the seaports to the various towns and villages of the land.

11. Our country is rich and great because of its vast trade. If it is to remain rich and great, we must see that our goods are well made, and that we sell them as cheap as possible; that we keep the customers we have, and that we get new ones wherever we can. It is only by these means that we can hope to hold our foremost place in the world.

SUMMARY OF GEOGRAPHY

OF

ENGLAND AND WALES.

POSITION, ETC.

THE MAP is a square of 400 miles, divided into smaller squares of 100 miles each.

It includes **England and Wales**, and parts of **Scotland, Ireland, and France.**

POSITION.—England and Wales form the southern part of the island of **Great Britain.**

NAME.—At one time **Britain.** Then from the **Angles** it came to be called **England, or the land of the Angles**

BOUNDARIES.—

N., Scotland. (Solway Firth. R. Tweed. Cheviots.)

E., North Sea..... } **United by Strait of Dover.**

S., English Channel }

W., Atlantic Ocean, St. George's Channel, Irish Sea.

LENGTH.—About 360 miles.

BREADTH.—About 240 miles. The narrowest part is about 60 miles.

COAST (including inlets), about 2,000 miles.

POPULATION: 29 millions.

CAPE.

On the East.

Flamborough Head.

Spurn Head.

Lowestoft Ness.

The Naze.

North Foreland.

South Foreland.

On the South.

Dungeness.

Beachy Head.

Selsea Bill.

St. Catherine's Point.

The Needles.

St. Alban's Head.

Portland Bill.

Start Point.

Lizard Point.

On the West.

Land's End.

Hartland Point.

Worm's Head.

St. David's Head.

Holyhead.

Great Orme's Head.

St. Bees Head.

SEAS, ETC.

North Sea.

Robin Hood Bay.

Bridlington Bay.

Humber Mouth.

The Wash.

Yarmouth Roads.

Blackwater.

Thames Mouth.

The Downs.

Strait of Dover.

English Channel.

Spithead.

Solent.

Portsmouth Harbour.

Southampton Water.

Tor Bay.

Plymouth Sound.

Falmouth Harbour.

Mount's Bay.

Bristol Channel.

Barnstaple Bay.

Swansea Bay.

Caermarthen Bay.

St. George's Chan.

Milford Haven.

St. Bride's Bay.

Cardigan Bay.

Carnarvon Bay.

Menai Strait.

Irish Sea.

Dee Mouth.

Mersey Mouth.

Ribble Mouth.

Morecambe Bay.

Solway Firth.

ISLANDS.

North Sea.

Holy Island.

Farne Isles.

Coquet Isle.

Sheppey.

Thanet.

English Channel.

Isle of Wight.

Channel Isles.

Scilly Isles.

Irish Sea.

Lundy Island.

Anglesey.

Holy Island.

Walney Island.

Isle of Man.

MOUNTAINS.

In the North.

Cheviot Hills.

Pennine Chain:

Croosfell, 2,892 feet.

Bowfell, 2,960 feet.

Wharfedale, Ingle-

borough, Penygant,

The Peak.

Cumberland Mts.:

Scafell, 3,162 feet

(highest); Skiddaw,

Helvellyn.

In the West.

Welsh or Cambrian

Mountains: *Snowdon,*

3,570 feet (highest

in South Britain);

Arran Fowdly,

Cader Idris,

Plinlimmon,

Brecknock Beacons.

Devonian Range:

Exmoor, Dartmoor,

Cornish Hills.

HILLS.

In the West.

Wrekin Malvern

Hills. Cotswold Hills.

Mendip Hills.

In the East.

North York Moors.

The Wolds (York).

East Anglian Heights.

Chiltern Hills.

North Downs.

South Downs.

PLAINS.

York Plain.

Cheshire Plain.

Central Plain.

The Fens. The Weald.

Salisbury Plain. New

Forest. Sedgemoor.



PHYSICAL FEATURES OF ENGLAND AND WALES.

RIVERS.

On the East.

Tweed. Tyne.
 Wear. Tees.
 Ouse (140 miles):
 R. B. Swale, Ure,
 Nidd, Wharfe, Aire,
 Calder, Don;
 L. B. Derwent.
 Trent (170 miles):
 R. B. Sow, Tame,

Spoke. L. B. Dove.
 Thames.
 Welland. Nen.
 Great Ouse (160 miles):
 R. B. Cam, Lark,
 Little Ouse.
 Yare. Orwell.
 Stour. Colne.
 Thames (201 miles):
 R. B. Kennet, Wey,
 Mole, Darent;

L. B. Cherwell,
 Thames, Colne, Lea.
 On the South.
 Ouse. Itchen. Avon.
 Exe. Tamar.

On the West.
 Severn (180 miles):
 R. R. Teme, Wye;
 L. B. Stour, Upper
 Avon, Lower Avon.

Usk. Dee.
 Mersey:
 Irwell, Weaver.
 Ribble.
 Derwent. Eden.

LAKES.

Windermere.
 Rydal.
 Coniston Water.
 Ulleswater.
 Derwentwater. Cala.

ENGLAND AND WALES.



(Each Square is 100 miles.)

COUNTIES.

(40 Counties in England; 12 in Wales.)

I. NORTHERN COUNTIES.

- | | |
|--------------------|----------------|
| 1. NORTHUMBERLAND. | 4. DURHAM. |
| 2. CUMBERLAND. | 5. YORK. |
| 3. WESTMORLAND. | 6. LANCASHIRE. |

IV. SOUTH-EASTERN COUNTIES.

- | | |
|------------|---------------|
| 1. KENT. | 3. SUSSEX. |
| 2. SURREY. | 4. BERKSHIRE. |
| | 5. HAMPSHIRE. |

I. EASTERN AND MIDLAND COUNTIES.

- | | |
|-----------------|-----------------|
| 1. LINCOLN. | 9. CAMBRIDGE. |
| 2. NOTTINGHAM. | 10. NORFOLK. |
| 3. DERBY. | 11. SUFFOLK. |
| 4. LEICESTER. | 12. ESSEX. |
| 5. RUTLAND. | 13. HERTFORD. |
| 6. WARWICK. | 14. BEDFORD. |
| 7. NORTHAMPTON. | 15. BUCKINGHAM. |
| 8. HUNTINGDON. | 16. OXFORD. |
| | 17. MIDDLESEX. |

V. SOUTH-WESTERN COUNTIES.

- | | |
|---------------|--------------|
| 1. WILTSHIRE. | 3. SOMERSET. |
| 2. DORSET. | 4. DEVON. |
| | 5. CORNWALL. |

WALES.

North Wales.

1. FLINT.
2. DENBIGH.
3. CARNARVON.
4. ANGLESEY.
5. MERIONETH.
6. MONTGOMERY.

South Wales.

7. CARDIGAN.
8. PEMBROKE.
9. CAERMARTHEN.
10. GLAMORGAN.
11. BRECKNOCK.
12. RADNOR.

III. WESTERN COUNTIES.

- | | |
|----------------|----------------|
| 1. CHESHIRE. | 4. WORCESTER. |
| 2. STAFFORD. | 5. HEREFORD. |
| 3. SHROPSHIRE. | 6. GLOUCESTER. |
| | 7. MONMOUTH. |

NOTE.—In this Map the degrees of latitude and longitude are shown on the border.

COUNTIES AND CHIEF TOWNS OF ENGLAND.

NORTHERN COUNTIES.

NORTHUMBERLAND.

New'-cas-tle-on-Tyne—Centre of richest English coal-field ; has iron, ship-building, chemical, and glass works.

North Shields, on the *Tyne*—Coal and iron port.

Tyne'-mouth, on the *Tyne*—Watering-place.

Ber'-wick-on-Tweed—Salmon-fishing ; the most northerly town in England.

Aln'-wick, on the *Alne*—Has ancient castle.

Hex'-ham, on the *Tyne*—Makes gloves and hats.

DURHAM

Dur'-ham, on the *Wear*—A university and cathedral town.

South Shields, on the *Tyne*—Exports coal.

Sun'-der-land, on the *Wear*—Busy coal-port and ship-building place.

Stock'-ton, on the *Tees*—Has ship-building yards and iron-works.

Gates'-head, on the *Tyne*—Has engine-works and iron-ship building yards.

Jar'-row, on the *Tyne*—Has ship-building.

Har'-tle-pool—Port for Baltic Sea trade.

Dar'-ling-ton—Has iron-works and woollen-mills.

CUMBERLAND.

Car'-lisle, on the *Eden*—Great railway centre ; cathedral town ; has an old castle.

White-ha'-ven—Has collieries under the sea.

Kes'-wick—Manufactures blacklead pencils ; tourist centre.

Sil'-loth, on the *Solway Firth*—Port for Ireland.

WESTMORLAND.

Ap'ple-by, on the *Eden*—Is the smallest county town in England.

Ken'dal—Cotton and woollen goods.

YORKSHIRE.

North Riding.

York, on the *Ouse*—An ancient walled city ; has a splendid minster ; important corn trade.

Whit'by—Manufactures jet ornaments.

Scar'bor-ough—Watering-place.

Har'ro-gate—Inland watering-place.

Mid'dles-bor-ough—Has iron-works and ship-building yards ; centre of the Cleveland district.

West Riding.

Leeds, on the *Aire*—Is the centre of the woollen-cloth trade.

Brad'ford—Is the centre of the worsted-stuff trade.

Hal'i-fax, **Hud'ders-field**, **Wake'field**—Have woollen manufactures.

Shef'field, on the *Don*—Makes the best cutlery in the world ; also makes armour-plates and tools.

Don'cas-ter, on the *Don*—Has a famous racecourse.

East Riding.

Hull, on the *Humber*—The third English seaport.

Bev'er-ley—Market town, with beautiful minster.

Brid'ling-ton—Watering-place.

LANCASHIRE.

Lan'cas-ter, on the *Lune*—County town ; with an old castle and some cotton and silk manufactures.

Liv'er-pool, on the *Mersey*—The first English seaport in point of tonnage ; the great cotton port ; has large trade with America.

Man'ches-ter, with **Sal'ford**, on the *Irwell*—The centre of the cotton trade, and the largest manufacturing city in the world.

Bol'ton, Pres'ton, on the *Ribble*, **Black'burn, Roch'dale, Burn'ley, Old'ham**—Cotton manufactures.

St. Hel'ens—Glass and chemical works.

Wig'an—Collieries, iron-works.

War'ring-ton, on the *Mersey*—Machinery, soap, leather, chemicals.

Bar'row-in-Fur'ness—Chief British port for iron-ore; largest steel-works in the country.

South'port, Black'pool, Ly'tham, Fleet'wood—Watering-places.

EASTERN AND MIDLAND COUNTIES.

LINCOLNSHIRE

Lin'coln, on the *Witham*—Has fine cathedral; has tanning, rope-making, and brewing industries; makes agricultural machinery.

Bos'ton, on the *Witham*—Makes sails, ropes, etc.

Great Grims'by, on the *Humber*—Chief station of North Sea fisheries.

Gains'bor-ough, on the *Trent*—River-port.

NOTTINGHAMSHIRE (NOTTS).

Not'ting-ham, on the *Trent*—Lace and hosiery.

Mans'field—Makes stockings, lace, thread, and iron.

New'ark, on the *Trent*—Corn-market, malting industries, and iron-foundries.

South'well—A cathedral city.

DERBYSHIRE.

Der'by, on the *Derwent*—The Midland Railway centre; makes china.

Bux'ton, Mat'lock—Inland watering-places.

Crom'ford—Had the first cotton-mill in England.

Ches'ter-field—Silk and cotton goods; coal and iron mines.

LEICESTERSHIRE

Leices'ter, on the *Soar*—Hosiery and shoes.

Mel'ton Mow'bray—Fox-hunting centre.

Lough'bor-ough—Lace and hosiery.

Mar'ket Bos'worth—Market town; here Richard III. was defeated and slain (1485).

ESSEX

Oak-ham—Market town.

Up-ping-ham—Public school.

WARWICKSHIRE

War-wick, on the *Trent*—Grand old castle.

Bir-ming-ham—Centre of machinery trade; makes anything in metal, from a pin to a steam-engine gear.

Leam-ington—Mineral springs.

Strat-ford, on the *Trent*—Birthplace of Shakespeare.

Rug-by, on the *Trent*—Grand public school.

Cov-en-try—Ribbons, watches, bicycles.

NORTHAMPTONSHIRE

North-amp-ton, on the *Nine*—Centre of boot and shoe trade; breweries, lace.

Wal-ling-bor-ough—Boots and shoes.

Pe-ter-bor-ough, on the *Nine*—Cathedral city; railway centre.

HUNTINGDONSHIRE

Hun-ting-don, on the *Ouse*—Has large trade in corn and wheat; birthplace of Oliver Cromwell (1599).

St. Ives—Has large cattle-markets.

Stil-ton—Gives its name to a famous kind of cheese.

CAMBRIDGESHIRE

Cam-bridge, on the *Ouse*—Has great university.

Wis-beach, on the *Nene*—River trade in farm produce.

Ely, on the *Great Ouse*—Has old cathedral.

New-mar-ket—Famous racecourse.

NORFOLK

Nor-wich, on the *Wensum*—Makes worsteds, boots, and shoes; has cathedral.

Yar-mouth—Important herring-fishery; cures herrings; watering-place.

King's Lynn, on the *Great Ouse*—Exports corn and coal.

Crôm-er—A watering-place.

SUFFOLK

Ips-wich, on the *Orwell*—Makes farming implements.

Lowe-stoft—Has herring-fishery.

Bur'y St. Ed'munds—So called because Edmund, an old English king, was killed here by the Danes ; market town ; has ruins of abbey.

ESSEX

Chelms'ford, on the *Chelmer*—Market town.

Har'wich, on the *Stour*—Coasting trade ; port for the Continent.

Col'ches-ter, on the *Colne*—Oyster-fisheries.

Shoe'bur-y-ness—Our chief artillery station.

HERTFORDSHIRE, or HERTS.

Hert'ford, on the *Lea*—Market town.

St. Al'bans—A cathedral city ; named after the first British martyr ; the battle of Barnet (1471) was fought in the neighbourhood.

BEDFORDSHIRE, or BEDS.

Bed'ford, on the *Grea Ouse*—Makes agricultural implements and lace ; famous for its schools ; Bunyan born near it.

Dun'sta-ble—Centre of straw-plait manufacture.

Lu-ton—Make straw-plait.

BUCKINGHAMSHIRE, or BUCKS.

Ayles'bur-y—Makes condensed milk ; deals in grain and in dairy produce.

Buck'ing-ham, on the *Great Ouse*—Makes lace.

High Wy'combe—Wooden chairs and paper.

E'ton—Great public school.

OXFORDSHIRE

Ox'ford, on the *Isis* (Upper Thames)—Great university.

Wood'stock—Makes gloves.

Wit'ney—Woollens, paper, gloves.

Ban'bur-y, on the *Cherwell*—Cakes and cheese.

MIDDLESEX

Lon'don, on the *Thames*—The capital of the British Empire ; is the largest, richest, and most populous city in the world ; population over five millions, or one-seventh of the population of all England and Wales.

Brent'ford, on the *Brent*—County town.

Har'row-on-the-Hill—Great public school.

Hamp'ton Court—Has an old palace, built by Cardinal Wolsey.

WESTERN COUNTIES AND WALES.

CHESHIRE

Ches'ter, on the *Dee*—Old walled city ; has cathedral and castle.

Bir-ken-head', on the *Mersey*—Extensive docks ; connected with Liverpool by a tunnel under the Mersey.

Stock'port, on the *Mersey*—Cotton and silk goods.

Mac'cles-field, on the *Bollin*—Cotton and silk goods.

Coñ'gle-ton, on the *Dane*—Ribbons and cotton goods.

North'wich, **Nant'wich**, and **Mid'dle-wich**, on the *Weaver*—Have salt-mines.

Crewe—Railway centre ; great engine-works.

Run'corn—River-port.

STAFFORDSHIRE

Staff'ford, on the *Sow*—Boots and shoes.

Wol-ver-hamp-ton—Iron goods and japanned wares.

West Brom'wich—Manufactures hardware, glass, and chemicals.

Wednes'bur-y (*Wenz'-*)—Railway carriages.

Wal'sall—Leather goods ; coal and iron.

Bil'ston—Iron foundries ; tin and japanned wares.

Bur'slem, **Stoke-on-Trent**, **Han'ley**—Pottery towns.

Lich'field—Birthplace of Dr. Johnson ; cathedral city.

Bur-ton-on-Trent—Partly in Derbyshire ; great breweries.

SHROPSHIRE, or SALOP.

Shrews'bur-y, on the *Severn*—Malting, iron-founding, glass-painting, agricultural implements.

Os'wes-try—Market town ; manufactures woollen goods.

Coal'brooke-dale—Petroleum springs ; iron-works.

Bridg'north, on the *Severn*—River-port.

Lud'low, on the *Severn*—Old castle.

WORCESTERSHIRE

Worces'ter, on the *Severn*—Porcelain, gloves, vinegar, chemicals.

Dud'ley—Coal-mines, iron and glass works.

Kid-der-min'ster, on the *Stour*—Brussels carpets.

Stour'bridge, on the *Stour*—Pottery and glass.

Great Mal'vern, near the Malvern Hills—An inland watering place.

Droit'-wich—Salt, from brine springs.

Red'-ditch—Needles, pins, fish-hooks.

HEREFORDSHIRE

Her'e-ford, on the *Wye*—Cathedral town ; gloves, leather.

Leomin'-ster (*Lem'-ster*)—Orchards, hop-gardens.

Ross, on the *Wye*—Makes cider.

GLOUCESTERSHIRE

Glouces'ter, on the *Severn*—Cathedral ; busy river-port.

Tewkes'-bur-y—Market town on the Upper Avon.

Chel'ten-ham—Inland watering-place.

Stroud—Woollen goods.

Bristol, on the *Avon*—Great seaport ; glass and sugar manufactures.

Clif-ton, to the west of Bristol—A watering-place.

MONMOUTHSIRE

Mon'-mouth, on the *Monnow* and *Wye*—River-port ; ruins of castle.

Chep'-stow, on the *Wye*—Old castle ; the "bore" is highest here.

New'-port, on the *Usk*—Large docks ; exports large quantities of coal and iron.

NORTH WALES.

FLINTSHIRE

Mold, on the *Alyn*—Coal-mines, oil-works.

Flint, on the *Dee*—Coal-mines ; port for Chester.

St. As'-aph—Cathedral city.

Hol'-y-well—Lead-mines and oil-works.

DENBIGHSHIRE

Den'-high, **Ruth'-in**—Have ruined castles.

Wrex'-ham—Mining ; breweries and tanneries ; Welsh flannel.

Llan-goll'-en—Has beautiful scenery.

CARNARVONSHIRE

Car-nar'von, on *Menai Strait*—Old castle.

Bañ'gor, on *Menai Strait*—Slate quarries in the neighbourhood ; old cathedral.

Con'way, on the *Conway*—Ruins of castle.

Llan-dud'no, on the *Irish Sea*—Favourite watering-place.

ANGLESEY.

Beau-mar'is, on *Menai Strait*—Watering-place.

Hol'y-head—Packet-station for Ireland ; harbour of refuge.

MERIONETHSHIRE

Bâ'la—Woollen goods ; large yearly fairs.

Dol-gel'ly—Coarse woollens.

Bar'mouth, on *Cardigan Bay*—A favourite watering-place.

MONTGOMERYSHIRE

Mont-gom'er-y, on the *Severn*—County town.

Welsh'pool, on the *Severn*—Manufactures of flannel.

New'town, on the *Severn*—Flannel-market.

SOUTH WALES.**CARDIGANSHIRE.**

Car'di-gan, on the *Teify*—Fisheries ; exports slate.

Ab-er-yst'wyth, on *Cardigan Bay*—Watering-place.

Lam'pe-ter, on the *Teify*—Has a university college.

PEMBROKESHIRE

Pem'broke, on *Milford Haven*—*Pembroke Dock*, close to it, has a Government dockyard.

Mil'ford, on *Milford Haven*—Has good harbour.

Hav'er-ford-west—Paper-making.

CARMARTHENSHIRE.

Car-mar'then, on the *Towy*—Exports tin-plate and slates.

Llan-el'ly—Has important exports of coal, lead, iron, copper.

GLAMORGANSHIRE.

Car'diff, on the *Taff*—Exports large quantities of coal.

Mer'thyr-Tyd'vil, on the *Taff*—Centre of the richest iron district in Britain.

Swan'sea, on *Swansea Bay*—Large docks ; copper-smelting ; much foreign trade.

BRECKNOCKSHIRE, or BRECON.

Brec'on, on the *Usk*—Flannels.

RADNORSHIRE

Pres-teign', on the *Lugg*—Market town.

New Rad'nor—The old county town.

SOUTH-EASTERN COUNTIES.

KENT

Maid'stone, on the *Medway*—Centre of hop trade.

Green'wich, on the *Thames*—Royal observatory.

Wool'wich, on the *Thames*—Royal arsenal.

Graves'end, on the *Thames*—River-port.

Roch'es-ter, on the *Medway*—Cathedral.

Sheer-ness', on the *Thames*—Royal dockyards.

Chat'ham, on the *Medway*—Naval storehouse.

Mar'gate, **Rams'gate**—Favourite watering-places.

Do'ver, **Folke'stone**, on *Dover Strait*—Ports for France.

Can'ter-bur-y, on the *Stour*—Fine cathedral.

Tun'bridge Wells—Inland watering-place.

Deal, on *Dover Strait*—Sail-making ; piloting.

SURREY

Guild'ford, on the *Wey*—Grain market.

Rich'mond, on the *Thames*—Royal park.

Ep'som—Famous racecourse.

Croy'don—Railway centre.

SUSSEX

Chich'es-ter—Fine cathedral.

Lew'es, on the *Ouse*—Old county town.

Hast'ings, on the *English Channel*—Watering-place ; near to it the battle of Hastings was fought in 1066.

Bright-on, on the *English Channel*—Fashionable watering-place.

New-ha-ven, on the *English Channel*—Port for France.

BERKSHIRE, or BERKS.

Read-ing, on the *Kennet*—Biscuits.

Wind-sor, on the *Thames*—Royal castle.

Wan'tage—Birthplace of Alfred the Great.

New-bur-y, on the *Kennet*—Near it two battles of the Civil War were fought (1643 and 1644).

HAMPSHIRE, or HANTS.

Win'-ches-ter, on the *Itchin*—Once the capital of England; cathedral.

Ports'-mouth—Headquarters of British navy.

South-amp'-ton—Packet-station for steamers.

ISLE OF WIGHT. (Part of HAMPSHIRE.)

New'-port, Ryde, Vent'-nor—Watering-places and yachting-stations.

Cowes—Near it is Osborne House, a royal residence.

CHANNEL ISLANDS.

Chief Islands—Jersey, Guernsey, Alderney, Sark.

Chief Town—St. Helier's (*Sent A'-le-ā'*), seaport and watering-place.

SOUTH-WESTERN COUNTIES.

WILTSHIRE.

Salis'-bur-y, on the *Avon*—Grand cathedral; near it is *Stone-henge*, a circular group of huge stones.

Brad'-ford, on the *Avon*—Woollen cloths.

Trow'-bridge—Woollen cloths.

De-viz'-es—Farming town.

Swin'-don—Large engine-works (Great Western Railway); railway centre.

DORSETSHIRE.

Dor'-ches-ter, on the *Frome*—Breweries.

Wey'-mouth, on the *English Channel*—Watering-place.

Poole—Exports stone and clay to the Potteries.

SOMERSETSHIRE

Bath, on the *Avon*—Inland watering-place.
Wells—Fine cathedral.
Glas'ton-bur-y—Ruins of famous abbey.
Frome, on the *Frome*—Woollen goods, silk, ale.
Taun'ton, on the *Tone*—Gloves, silk.
Bridg'-wa-ter, on the *Parret*—Bathbricks, potteries.

DEVONSHIRE

Ex'e-ter, on the *Exe*—Fine cathedral.
Tiv'er-ton, on the *Exe*—Lace.
Tor-quay'—Watering-place.
Plym'-outh—Second station of British navy.
Dev'-on-port, on the *Tamar*—Royal dockyard.
Il-fra-combe', on the *Bristol Channel*—Watering-place.
Barn'sta-ple, **Bid'e-ford**—Small ports.
Dart'-mouth—Naval college.
Hon'i-ton—Lace.

CORNWALL

Bod'min—Boots.
Launces'ton (*Lans'tun*), on the *Tamar*—Once the county town.
Tru'ro—Fine cathedral.
Pen-zance'—Watering-place.
St. Ives—Seat of pilchard fishery.
Fal'-mouth—Busy port.
Red'ruth—Mining centre.

ISLE OF MAN.

Doug'las—Watering-place ; capital of the island.
Ram'sey—Watering-place.
Peel—Fishing centre.

INDUSTRIES, COMMERCE, ETC.**COAL-FIELDS.**

Northumberland and **Durham** ; chief town, *Newcastle-on-Tyne*.
Cumberland ; chief town, *Whitehaven*.
South Lancashire contains *Manchester* and the cotton towns.

Yorkshire contains *Leeds* and *Sheffield* and the woollen towns.
North Staffordshire contains "the Potteries."

South Staffordshire contains *Birmingham* and the iron towns of "the Black Country."

South Wales, the largest and richest coal-field in the country, contains *Methyr-Tydvil*.

IRON TRADE.

Smelting.—Rotherham and Middlesborough (*Yorkshire*); Swansea and Merthyr-Tydvil (*Wales*).

Cutlery.—Sheffield (*Yorkshire*); Birmingham (*Warwickshire*); Wolverhampton (*Staffordshire*).

Machinery.—Newcastle (*Northumberland*); Manchester (*Lancashire*); Birmingham (*Warwick*).

Engines.—Crewe (*Chester*); Derby (*Derbyshire*); Mauchester (*Lancashire*).

Guns.—Sheffield (*Yorkshire*); Birmingham (*Warwickshire*); Woolwich (*Kent*); Newcastle (*Northumberland*).

Ships.—London, Liverpool, Birkenhead, Newcastle, Sunderland, Shields, Hull.

Nails.—Birmingham, Leeds, Newcastle; Dudley and Bromsgrove (*Worcestershire*).

Locks.—Wolverhampton and Walsall.

Needles.—Redditch (*Worcestershire*).

Pins, Pens, and Buttons.—Birmingham.

MINERALS.

Iron and Coal.—Together in coal-fields.

Tin and Copper.—Together in Cornwall and Devon.

Lead.—Northumberland, Durham, Yorkshire, Derby, Cornwall, Wales.

Blacklead.—Borrowdale in Cumberland.

Salt.—Droitwich (*Worcestershire*), Northwich, Nantwich, Middlewich (*Cheshire*).

Slate.—Wales, Cumberland, Cornwall, Devon.

Marble.—Derbyshire and Devonshire.

Building Stone.—Portland, Bath, Dartmoor.

MANUFACTURES.

Cotton.—Manchester, Salford, Preston, Blackburn, Wigan, Oldham, Bolton (*Lancashire*); Stockport (*Cheshire*); Glossop (*Derbyshire*).

Woollens.—Leeds, Bradford, Huddersfield, Wakefield (*Yorkshire*); Trowbridge, Bradford (*Wiltshire*); Stroud (*Gloucester*).

Silk.—Bethnal Green in London; Congleton, Macclesfield (*Cheshire*); Coventry (*Warwick*); Derby.

Linen.—Barnsley (*Yorkshire*); Preston (*Lancashire*).

Blankets.—Witney (*Oxfordshire*).

Flannels.—Rochdale (*Lancashire*); Halifax (*Yorkshire*); Welshpool (*Wales*).

Carpets.—Halifax (*Yorkshire*); Kidderminster (*Worcester*); Rochdale (*Lancashire*).

Glass.—Newcastle (*Northumberland*); St. Helens (*Lancashire*); Birmingham; Castleford (*Yorkshire*).

Earthenware.—The Potteries, a number of towns in the north of Staffordshire.

Leather.—London, Northampton, Stafford.

Gloves.—Worcester; Yeovil (*Somerset*); Woodstock (*Oxford*).

Brewing.—Burton-on-Trent.

Paper.—Chiefly in Kent.

Matches.—Chiefly in London.

Soap and Candles.—London and Lancashire.

Sugar, etc.—Bristol, London, Plymouth.

IMPORTS.

Cotton.—United States, India, Egypt, Brazil.

Sugar.—East and West Indies.

Tea.—China and India.

Coffee.—Ceylon and Arabia.

Flax.—Russia, Holland.

Hemp.—Russia.

Corn.—United States, Russia.

Wool.—Australia, Cape Colony.

Hides.—India, South America.

Wine.—Spain, Portugal, France, Australia.

Timber.—North America, Russia, Scandinavia.

Silk.—China, Egypt, France.

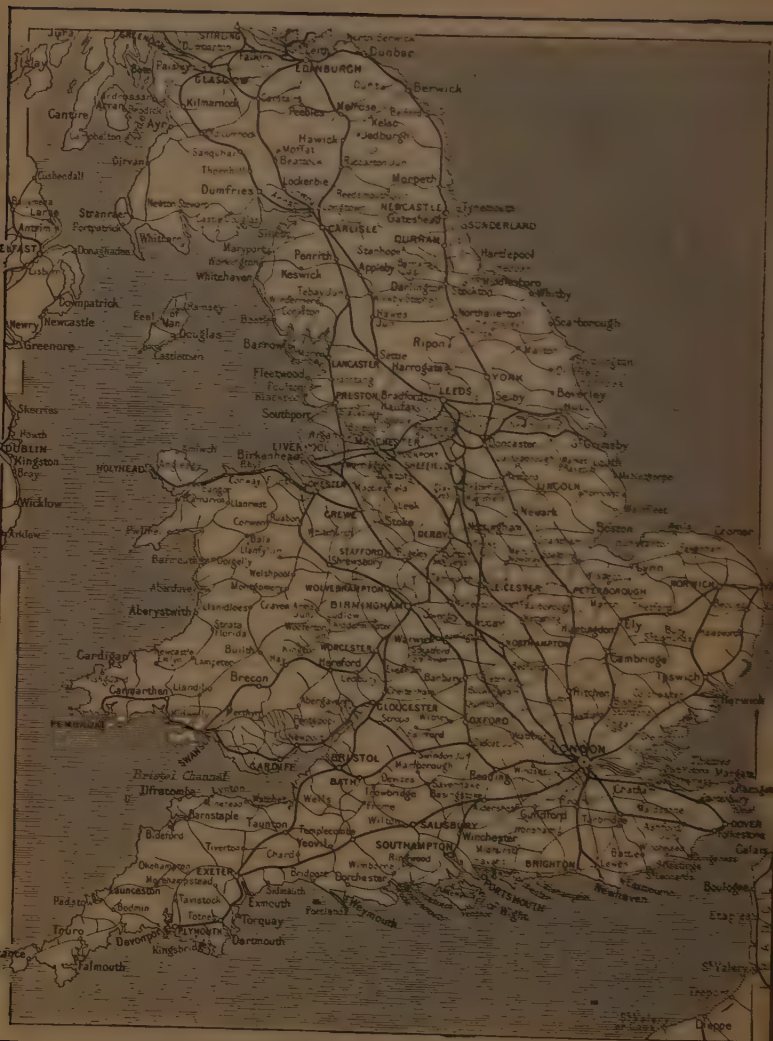
Gold.—Australia, California, South Africa, Canada.

Silver.—Mexico, Peru.

EXPORTS.

Cotton Goods.—Almost everywhere.

Woollen Goods.—United States, Australia, China.



RAILWAY MAP OF ENGLAND.

Silk Goods.—Germany, India, Turkey.

Linen.—United States, West Indies, France.

Yarn.—Germany, Holland, France.

Hardware and Cutlery.—United States, Australia, India, France, Germany.

Iron and Steel Goods.—France, Holland, America, India, Australia.

Clothes.—Our Colonies.

Earthenware.—United States, Australia, Brazil.

Machinery.—West Indies, India, Europe.

Coal.—France, Germany, Holland.

Leather Goods.—Australia and British Colonies.

RAILWAYS.

1. **The London and North-Western**, to Carlisle by Rugby and Preston. *Branches to*—(1) Oxford; (2) Birmingham and Wolverhampton; (3) Chester and Holyhead; (4) Birkenhead; (5) Manchester; (6) Liverpool.

2. **The Great Northern**, to York. *Branches to*—(1) Hertford; (2) Cambridge; (3) Nottingham; (4) Lincoln; (5) Halifax, Leeds, and Bradford; (6) Hull.

3. **The North-Eastern**, from York to Berwick. *Branches to*—(1) Scarborough; (2) Stockton and Hartlepool; (3) South Shields and Sunderland.

4. **The Midland**, to Carlisle by Leicester and Derby. *Branches to*—(1) Wolverhampton and Bristol; (2) Manchester and Liverpool; (3) Lancaster and Barrow.

5. **The Great Western**, to Bristol. *Branches to*—(1) Windsor; (2) Oxford and Birmingham; (3) Gloucester; (4) Cardiff and Swansea; (5) Exeter and Penzance.

6. **The London and South-Western**, to Portsmouth, with branches to Southampton and Exeter.

7. **The London, Brighton, and South Coast**, to Brighton. *Branches to*—(1) Guildford; (2) Hastings; (3) Newhaven; (4) Portsmouth.

8. **The London, Chatham, and Dover**, to Dover, Sheerness, Margate, etc. **The South-Eastern**, to Folkestone, Dover, Maidstone, Hastings, etc.

9. **The Great Eastern**, to Lynn-Regis, Ipswich, Yarmouth, Norwich.

10. **The Lancashire and Yorkshire**, to Liverpool, Manchester, Leeds, and Bradford.

11. **The Great Central**, to Nottingham, Leicester, Sheffield, and Manchester. *Branches*—(1) Manchester to Liverpool, Chester, etc.; (2) Sheffield to Leeds, Hull, Grimsby, and Lincoln.

12. **The Manchester, Sheffield, and Lincolnshire** connects Hull with Sheffield, Manchester, and Liverpool.

GOVERNMENT.

The **Government** of England is a **Limited Monarchy**. It consists of **King or Queen, Lords, and Commons**.

The present **Sovereign**, King Edward the Seventh, was born in 1841, and began to reign in 1901.

The **House of Lords** is composed of *noblemen or peers*, who hold their seats by right of *birth* or of *rank*. They have titles, such as *duke, earl, and bishop*.

The **House of Commons** consists of members elected by the people.

No change can be made in the *law of the land* unless the **House of Commons**, the **House of Lords**, and the **Sovereign** agree that the change shall be made.

POPULATION.

The population of England and Wales is (1901) over $32\frac{1}{2}$ millions.

The following towns have a population of over 100,000 :—

London	4,536,000	Cardiff	163,000
Liverpool.....	685,000	Sunderland.....	146,000
Manchester.....	543,000	Oldham.....	137,000
Birmingham.....	522,000	Croydon.....	133,000
Leeds.....	428,000	Blackburn.....	127,000
Sheffield.....	380,000	Brighton.....	123,000
Bristol.....	328,000	Preston.....	120,000
Bradford.....	279,000	Norwich.....	111,000
Nottingham.....	239,000	Birkenhead.....	110,000
Hull.....	238,000	Gateshead.....	109,000
Salford.....	221,000	Plymouth.....	107,000
Newcastle-on-Tyne.....	214,000	Derby.....	105,000
Leicester.....	211,000	Halifax.....	104,000
Portsmouth.....	189,000	Southampton.....	103,000
Bolton.....	168,000		

Woolwich
Polytechnic.

